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Little George Notions Log

Book

1015
34-18

Ship George Howlands Log Book

1852

Remarks August 20th.
Latter part at 8 P.M. Came on board got under way with 28 men all told on board Eight Boys from N.S.E Sleeping out of the Bay at 10 P.M. left So ends all hands employed Stowing anchors and Cables

Remarks August 21st.
First part Comences fine weather.
Moderate and hazy E & S.E. with E Cours & all hands employed fitting Boats for Whaling and Cleaning decks at 8 took in Topgallantsails & Hauled up Spanker Topsails Cours & by E Middle part Cours SE by S & S and hauling to the Eastward with a fine breeze Latter part at 8 Turned the reefs out of the Topsails Set Topsails and main Topgallantsails all hands employed fitting Boats and so forth

Latt Obs 39-18 N.
Long Chron 67-40 W.

Remarks August 22nd.
First part begins fine weather Cours SE by S & S with E Cours Middle part wind from E.S.E Cours SE Latter part wind E.S.E Cours Same the watch employed in Ships duty So ends this day

Latt. Obs 37-52
Long Chron 67-13

Ship George Howland Bound out

Remarks Thursday 23 th 1850

First part begins west bees pass
W & W Steering S E all hands
employed fitting Boats and cutting
Gear Spoke pass one Brig Steering
E S E at 6 took in top gallantsails
Middle part wind and weather smooth
the same Latter part light bees
pass S W the watches employed in ships
duty So ends this day fine weather
Latt Obs 36 18

Long Chron 65 25

Remarks Saturday 24 th

First part commences good weather
all hands employed fitting Boats and
cutting gear Saw white water and Porpoises
one fin back Middle part weather same
Latter part Steering bees pass S S W
Steering S E Shipped under Close topsails Topgallas
Courses So ends more mate

Latt Obs 35 17
Long Chron 62 38

Remarks Sunday 25 th

First part begins fine pleasant weather
employed setting up rigging Middle part
ditto pass W S W Obs S E at 3 Squally
with rain took in Royals and main
Topgallantsails Spoke passed Brig and
boats Employed at daylight weather more
moderate Set main Topgallantsail and
Shook the reef out pass Espiritu Santo
Point Steering E S E and E by S So
ends hazy thick weather Shook
off duty Sick

Latt Obs 9 55
Long 60 00

Ship George Steadman

Remarks August 2d 1850

First part Commences moderate breez from W by S Steering E by S Thick weather with light rain
Middle part Squarly with rain wind shifting a gang to W by S Steering E by S Latter part good weather Employed bracking out in main hatch main top mast and cabin So ends moderate weather

Latt Obs 34-10
Long Chron 57-45

Remarks Tuesday 27th

First part Commences fine weather Steering E employed putting boards on the sides and decks Middle part Steering E by S Latter part light breez from W Employed setting up rigging &c ends fine weather
Cook well on duty

Latt Obs 34 23 N
Long Chron 55-20

Remark Wednesday 28th

First part Commences fine weather light breez from W Steering E by S at 6 lowered the Boats to Spashes the men Middle part at 8 wind shifted to E by S Set Skysail Sheet over E light breez at 9 Squard with rain Latter part light airs from W Steering E by S Cook sick employed at duty at 8 clear dark good weather Employed in Ships duty So ends light breezing winds

Latt Obs 34-18
Long Chron 55 22

August 29th A D 1850

Remarks Thursday 29 th.

First part Commences with light baffling winds with light Squalls of rain Employed fitting for Coaling at 7 Calm Calm Employed Coaling the Ship middle part at 7 light Airs Employed Coaling Ship latter part Steering E by S light breezes Pyrk W S W employed Coaling ship and taking on board a number of Watermen Ends

Lat Obs 34-44 N
Long Chron 44-30 W
Sun

Remarks Friday 30 th.

First Part Commences fine pleasant wr. with a light breeze from W S W Steering E by S employed in Ships duty at 6 hours the Boats Crew duty middle part light breezes from W S W latter part employed in Ships duty Ends the Cook went on duty

Lat Obs 35-04 N
Long Chron

Remarks Saturday 31 th.

First part begins light baffling winds and Squalls with rain at 8 pm Employed as from E Sam gram pass at 5 Sparkey Ship hove over & took in Ship Gibb middle part ogd weather Employed as from E to E S E latter part Sent boats from E by S at 8 took in. Ship Gibb from Upgatanbyat and Driven the watch employed Carrying up Spars &c ends

Lat Obs 35-29 N
Long Chron 69-56 W

Bound to the Western Islands

September 4th 1850

First part begins with a moderate breeze from E by S veering by the min. at 5 am to SSE light airs & calms from 8 am nothing more of it. 9 am the Sails are on the Starboard tack the ship on the Starboard tack & steering by the wind on the Starboard tack Latter part windy some appearing weather so ends the Sick

Lat obs 37-22
Long chron 5-3-3

Remarks Monday 2d 1st am 5-40

First part Commences light airs from the Eastward Ship steering by the wind on the Starboard tack at 5 Shortened Sail to Close reefed Topsails at 8 Split the Main Topsail & Close reefed Fore Topsail Latter part and Squally with fine weather Employed getting out water and Small Stores So ends the Sail in Sight

Lat obs 37-13 [illegible]
Long chron

Remarks Tuesday 3d

First part Commences with pleasant weather Ship Steering by the wind Employed repairing Sails Latter part Strong Breezes from W to W by S Squally Employed in Ship work So ends with the Ship under all Sail

Lat obs 37-[illegible]
Long chron 5-[illegible]-5

Remarks September 5th 1850

Remarks Wednesday 4th

First part commences with a fine breeze from SE Course E by S The watch employed in Shifting Ballast Steering as necessary at 2 am hauled by the Wind Latter part Strong breeze and Squally Ends as the watch employed in Shifting Ballast

Lat Obs 38 45 S
Long Chron 45 51

Remarks Thursday 5th

First part Commences Strong breezes from SE Steering E at 2 double reefed the Topsails and Courses at 6 took in Mainsail and Gibb Boom Topsail Middle part Strong gales from SE by E Steering E to SE Latter part fine and moderate Employed Shifting Ballast and Repairing Sails and Gear

Lat Obs 37 S
Long Chron 43 30

Remarks Friday 6th

First part Commences Strong gales from SE by S Steering E to S The watch employed in Shifting Ballast moderate and fine Middle part Strong breezes Squally with heavy rain at 8 am Hauled to the windward Latter part at 8 Squally with heavy rain at 8 Close reefed Topsails and Courses at 12 Moderate and fine at 4 Set the Topsails and Courses at 8 Hauled up Mainsail Steering E by S The Cook is Shifting Berths

Lat Obs 37 20
Long Chron 42 00

Ship George Howland Sept 1854

Remarks Saturday 7th

First part Commences Strong Gales and Squally with Rain Ship under Close Reefed Topsails Reefed Foresail & Storm Trysail Middle part Commences with Strong Gales and Squally with Rain Ship under Close Reefed Topsails Reefed Foresail & Storm Trysail Latter part Commences Moderate and Clear Ship under Close Reefed Topsails Reefed Foresail & Storm Trysail

Lat Obs 39-36
Long Chron 39-20

Remarks Sunday 8th

First part Commences Strong Gales and Squally with Rain Ship under Close Reefed Topsails Reefed Foresail & Storm Trysail Middle part Commences Strong Gales and Squally with Rain Ship under Close Reefed Topsails Reefed Foresail & Storm Trysail Latter part Commences Moderate and Clear Ship under Close Reefed Topsails Reefed Foresail & Storm Trysail

Lat Obs 39-26 N
Long Chron 37-10 W

Remarks Monday 9th

First part Commences Strong Gales and Squally with Rain Ship under Close Reefed Topsails Reefed Foresail & Storm Trysail Middle part Commences Strong Gales and Squally with Rain Ship under Close Reefed Topsails Reefed Foresail & Storm Trysail Latter part Commences Moderate and Clear Ship under Close Reefed Topsails Reefed Foresail & Storm Trysail

Lat Obs 38-0 Obs
Long

Remarks September 1st 1856

Remarks Tuesday 10th

First part commences warm weather
Ship under low sails steering E S E
wind S W at 2 Clock P.M. wore ship to the Northward
Middle part moderate weather Latter part Same
at 6 P.M. saw a Ship ahead steering to the
Eastward at 9 P.M. made all Sail Course Same
The watch employed Setting up rigging
So ends these 24 hours moderate Winds and Cloudy to
the Westward
Lat Obs 37 21 N
Long Obs

Remarks Wednesday 11th

First part Commences moderate weather
wind from W.S.W. blowing in squalls at
1 P.M. saw Flores Island bearing S E by E distant
the Land 8 or 9 Leagues the watch employed Setting
up rigging at 5 P.M. took in Topgallantsail at 6
P.M. Set the same on the Starboard tack
at 8 Double reefed the Topsails blowing
in squalls at 12 P.M. Set Starboard Watch
in Middle part Wind S W by W Latter
part at daylight the Land in sight Flores bearing
E S E at 8 P.M. took the Boat ahead of Ship
Cast Sail Kept off for the Island Set Fore
topsail Steering S E by E 20 miles Shortened

Remarks Thursday 12th

First part Commences Strong gales from
W.S.W. Steering in for Flores at daylight saw the
Island Fayal W.N.W. Latter part Moderate
& Clear the first part Steering S E by E
Saw the Pico and Graciosa Islands
Hove to under Storm Staysail Main Topsail
Reefed Main Topsail at 4 P.M. Cast
Anchor at 8 P.M. in Port Pico Moored
with the Best Bower in 15 fathoms Water
Furled Sails and Unbent Sails

Remarks Departure of F.S

Remarks Thursday continued
Middle part Shifting off and on
under Close reefd Topsails Again to sail
Furnish them Topmast Staysail Steering yards
from W. to W.S.W. with Long Spells
Saw the first part of daylight Blows fine Gale
having Cape St. Vincent Bearing E.S.E. distance
Ten Leagues in the Morning at 10 Sett
Double reefd Main Topsail Gybe and Square
Sd Ends Steering yards with Square
Sqnals and a Bad Sea

Remarks Friday 18th

First part Commences with fine
Settled weather Saw
Cape Vincent bearing E.S.E. distance
Ten Leagues at 4 past
two took in the Mainsail Got Square
Yards on the Lee Braces and more moderate
the Latter part of these 24 hours
Lying Too at 4 made more Sail at
the Latter part of these 24 hours not Sight the
Portugese Coast the Latter part Saw Portuguese fish
Took one hauld him on board our Cook is
Still sick Middle part Light Airs
on both Tacks and more moderate Saw
part of a Sail in the Westward at
8 a Clock came along Side with Whales
and mens for Casketts Whales and mens
Left came off and went on Shore again at 12
Came off with the last time Sought fish one more
Portugese Boat is the same in the Sight Hoisted
Sail & Stood under the Lee with Sd men
Like wither moderate Gales fair
Struck the Bark Gaspar Boston 5 months
out Too Slow

Ship George Howland Baker Islands

Remarks Saturday 14th

First part begins moderate weather
Steering SSE Employed fishing and setting up
rigging at sunset Howes in Sight bearing
distance 30 miles Middle part light Airs
variable & Calms Steering SSE at 7 knots
veered the Ropes and hauled up the courses
Latter part at daylight made Sail
Steering to the Southward and Eastward with
a light breeze from the Westward all
hands Employed Setting up the main rigging &c &c

83 Obs

Remarks Sunday 15th

First part Commences moderate weather
with light rain and baffling from the Westward
all hands employed Setting up rigging Middle
part Calm in Sepperbatches and hauled up
the courses Ship Steering per compass
Some heavy thick weather Latter part
of daylight made all Sail with from
the Westward Standing to the Eastward at
7 Oclock P.M. Saw Howland and Baker Islands
NEbE distance 30 miles one Point Starboard
side 30 and wanting in for Rio

Latt Obs
Long Obs

Remarks Monday 16th

First part Commences light baffling
winds Ship under all Sail Standing in for the
land at sunset Southernmost part of said
Island ESE distance 15 miles Middle part
Steering off and on on the West side of said
Island Latter part light baffling winds Steering
in for the Island at 8 oClock Came on
Employed heaving out for Anchorage and Boats
&c and Middle part Steering off and on on Anchor Ground

Ship George Henham Captain Bonn

Sept 1st 1852

Remarks Tuesday 17th

First part commences fine weather
moderate breez from ESE ship laying off and
on the S W side of Red Cliff pt Shoal
with a boats out at 2 PM left off with
a few stoppings at 5 PM the Bark Tamerlane
Capt Gee for Cork 30 Days Ship
part Stopping off Shoal until 1 PM
Latter part light moderate weather and
from the Southard Pilot Boring ESE at 5 PM
Broadfish Did not leave Ship at ends

Remarks Friday 18th

First part commences fine weather
light breez from W S W Steering East and
Employed Setting up the Main Topmast
rigging at Sunset took in Topgallant sails
Ship George Henham in sight off Saxon
begin Middle part breez light from W Steering
to the Northard and Eastward Latter part
breezing on from the S W and Henham Steering
down on the Northern side of Georges Pilot
from the Penobscot Bay and Steering breezes
Ship under the Topsails

Left ads
Sixty Three

Remarks Thursday 19th

First part commences Steering ENE
for the Northern Steering to the Eastward
Fine cloudy weather employed Steering as
the Wind Topmast rigging set 2 Lifts
by the wire rigging to the Northard and East
Middle part light breezes from W S W
Latter part at Daylight commenced breezing
on and Steering off to Clear us from
Nigel Nigdat Pilot from Penobscot Bay
Ship under the Topsails Hove to Pilot
Spoken Sch Lorania Steering Down

ads Ads

Ship George Howland In Site Westerin Isl

Sept 1st 1850

Remarks Friday 20th

First part commences light breez from N. W. Steering by the wind to the S. & E. Middle part Variable Employed in Shifting sail &c Kept all hands employed in Shifting Jibb Sheets &c Middle part heavy Squalls with rain at 4 hours PM Latter part pleasant Employed in Shifting Sails &c at 8 hours PM Latter part pleasant Employed in Shifting Sails &c at daylight Set the Sails in the AM Steering SE Employed Setting up and Slacking Riggin &c End pleasant Nothing more to Said

Lat Obs
Long Run

Remarks Saturday 21st

First part commences fine pleasant weather light airs from SE Steering SE Middle part at 6 AM saw the land bearing W by S distance 10 miles light airs and calms Latter part at daylight saw land bearing W by S Steering SE until 7 hours PM Saw Sankaty Head bearing W by N distance 5 miles Employed in getting under way for the night Employed in Steering &c Employed in Setting up the main Riggin &c End

Lat Obs 39-49 N
Long Run 69-58 W

Remarks Sunday 22d

First part commences fine pleasant weather Steering SE at 4 took in main sail Middle part Squalls heavy in the night Employed in Shifting Sails &c Steering SE at 8 Set Mainsail Light Breeze Steering SE at 10 Set in Jibb and Spanker Latter part pleasant Employed in Shifting Sails &c at 1 PM Employed with rain at 2 PM Employed in the Station and Washing Decks at 8 Set Single reef Topsails and Topgallantsails End pleasant

Lat Obs 39-47 N
Long

15

Ship George Howland on Whale Ground

Sept 1st 1858

Remarks Monday 23th

First part commences fine weather with light airs from E & E by S until 4 Steering SE by E at 2 saw one Sail at Sunset took in Royal Yards & Gibs and Squared Steering by the wind heavy E & fresh gale part of 1st Double reefed the Topsails Saw Spouts Latter part at Daylight 2 in the Shed Throughout 24 hours Latter Part of Day Light more Light Airs and Made more Sail and Leed SSE The Cooper and Carpenter employed making a Bbl Heads Each &c ends

Latt obs 34-19

Long Chron 21-54

Remarks Tuesday 24th

First part commences good weather employed Setting up Rigging Saw Sail Steering to the Eastward at Sunset Steering Light Winds & Pleasant Steering by the wind to the S Saw Esthonia Latter Part of Daylight Set Royals and Gibs and Spanker Saw a Sail at E Steering SE the watch employed on Ship work Carpenter Coopering and Blacksmithing Saw nothing but Spouts

Latt obs 33-41 or

Remarks Wednesday 25 Longitude Chron 20-20 W

First part commences fine weather the watch employed on Ship work at 4 Saw a Sail bore from us SE Steering SE by E Moderate Breezes Latter Part at Daylight Saw a Sail at 5 bore E Steering SE by E off the lee quarter Gaining Quick at 6 Got off the main yard Set Main Royal Yard & Sail at 7 Set Main Sail & Gaff Topsail Saw 3 Boats the whales left us Sperm Boat went on to one but under reefing Sail the whales continued running to the East Saw 3 Boats in chase of the whales going W by S

Latt obs 31-42 Long 17-12

Ship George Howland Ottoman Bound

Sept A D 1850

Remarks Thursday 26th

First part commences fine weather Light
breezes Steering E by S & E Boats down in chase of
the school of Whales the whales going S by E
quick Chased until Sunset could not get fast
gave them up came on board took up Boats
Middle part Steering E by E under Topsails
Courses Jibs and Spanker Topgallantsails
Set Spanker Latter part fine weather
moderate breezes from E & E by S Pleasant
throughout Middle part & So ends

Lat obs 30 45 S

Remarks Friday 27th Long Chron 18 30

First part commences fine weather
moderate breezes from E by S Steering S by E
under Topsails Jibs & Spanker and Schrs at
anchor Middle part Steering as from E by S
took in Topgallantsails & Jibs Latter part
of Light Airs & Calms Sent down the Sand
Pumps Found one Foot Water in the Hold
Boats gone all day at 10 Middle part of
the first & moderate and Pleasant
Latter part moderate and Pleasant

Lat obs 28 22 0 S
Long Chron 18 34 W

Remarks Saturday 28th

First part commences Light winds
the Canary Islands in Sight E and E by S
Steering S by E Middle part
Steering S at 11 took in Spanker Latter
part Steering E by S Light airs & Calms
Saw Sharks Boats in the Water Middle
part Light Airs Calms Latter part
Light Airs & Calms Sent down the Cook & Off
Long yet So ends

Lat obs 25 0 0
Long Chron

Ship George Hemyford A.S. 1870

Remarks Sunday 27th

First part Commences Strong trades from E.S.E. Steering S.S.W. employed packing Potatoes we kept the Watch over Middle part wind and weather Same latter part Steering S.S.W. Thick hazy weather Shipped under double allowance of Provisions at 11 Sunday one reef out of the main top sail So ends Strong Trades and fine weather

Latt Obs
Long Chron 18-71=

Remarks Monday 30th

First part Commences Strong trades winds from E.S.E. & E. Steering S.W. by S. Thick hazy weather nothing in Sight Middle the principal part Middle part wind and weather Same latter part more moderate Steering S.S.W. Set foresail and Topsails main Topgallantsail Employed getting sugar &c and Stowing away the water is very green and thick

Latt Obs 24-20
Long Chron 184-3

Remarks Tuesday 1st

First part Commences fine weather Steering S.S.W. Set under Single reef Topsails and main Topgallantsail employed getting sugar. Middle part at 2 A.M. Tacked ship S.E. and Commenced Heaving the Log at 6 Tacked ship main Topsail and Double reefed the same Set Middle part Sighted Land Steering S.S.W. at 4 Set Mainsail and Topgallantsail Hauled off Shore Set the watch employed in Ships duty Nothing more to Note

Latt Obs 19-56 N
Long Chron 19-30 W

Ship George Newton of D 1850

October 2d

Remarks Wednesday 2d

First part commences strong gales from
E by S with very heavy squalls & heavy
rain the most part of the time under
single reefed mainsail & storm staysail
from 4 P.M. to 8 P.M. Middle part
more moderate & clear with fresh gales
& steady sailing from the N.W. Latter
part light airs & calms with heavy
swell from the N.W. Set main topgallant sail
Employed setting down the main rigging
Set and unbent sundry light sails

Lat Obs 17 48
Long Chron

Remarks Thursday 3d

First part commences with heavy squalls
& rain E by S & strong gales from E
Employed setting down the main rigging
Middle part of & latter the same under
single reefed mainsail & storm staysail
from 4 P.M. to 8 P.M. Middle part
more moderate & clear with fresh gales
& steady sailing from the N.W. Latter
part light airs & calms with heavy
swell from the N.W. Set main topgallant sail
Employed setting down the main rigging
Set and unbent sundry light sails

Lat Obs
Long Chron

Remarks Friday 4th

First part commences with E by S strong
& very heavy squalls & rain Middle
part moderate & fine E by S latter
part light airs & calms from
E by S Employed setting down rigging
and repairing the gaff mainsail
Set and unbent sundry light sails

Lat Obs 1533
Long Chron 2048

Ship Ger Skuland Cutler and Brand

October 1st 1856

Remarks Saturday 5th

First part commences fine weather
Hands all Sails employed for Ship Forty
Middle part weather Steering Sails
Latter part light Airs Steering Sails
Employed Painting Ship Rigging Repairing
Sails Sent Boat off with Sick Cabin

Lat Obs 4-12 S
Long Chron 20-12 West

Remarks Sunday 6th

First part commences fine weather
light airs & fine Steering Sails
Employed as Ships Duty Middle part Same
Latter part fine Weather & fine
& Employed with Boats off & Loop as with
fine Weather Steering Sails Repairing Sails &
Ship under all Sail Sent Boat ashore

Lat Obs 13-17
Long Chron

Remarks Monday 7th

First part commences with light Airs
& Ship Steering Sails by the wind Middle
part moderate hole Sail Airs from E & SE
Steering Sails Employed Painting
Boats Rigging & Ship Latter part Strong Breezes
& Squally with Rain Ship under Close Reefs
Ship pitching very heavy & Straining
Ship under all Sail Sent Boats ashore

Lat Obs 11-41
Long Chron 20-25

Remarks Tuesday 8th

First part commences light Airs from E
Steering Sails Middle part Some Calms & Light
Airs from ESE & Employed Painting Rigging
Boats &c Latter part Fine weather

Lat Obs 11-17
Long Chron 20-11

Ship George Shattuck

October 1st 1850

X Remarks Wednesday 9th

First part commences fine weather Light airs and pretty clear & Steady & Employed getting our Boats and Gear in Order and Bent a new Foresail and Middle part fine breezes and Clear & Steady and at night Employed Setting Watch at 12 at night Commenced Steering E by S Steering Course from the Eastward Course Steered Middle Watch Employed Setting Watch at 4 Commenced Heaving the Ship to at 8 Employed Heaving the Ship to at 12 Finished & Commenced Calling all Hands

Left Ches 9th

X Remarks Thursday 10th Employed

First part Commences Strong breezes from E by S and Middle Employed getting our Anchor ready to Heave up and Employed Cleaning Decks and Bluing Middle part Employed Cleaning away the Decks at 8 Commenced Heaving up the Anchor at 9 Cleaning E by S Employed Setting Watch at 12 fine weather Middle part at 4 Commenced Employed getting the Boats and Stuck one and Down Sprit Boom Light Stuck one and Down Main Mast & mizzen Mast Boom Stuck one and Down Main & mizzen and Lower Booms Hoists off Hatches

Remarks Friday 11th

First part fine Breezing and Clear Employed in the same at 4 past 1 got both Hatches Battened Down at 2 Commenced Employed at 3 got the Two Sails in Set Employed Cleaning away and Cutting up the Lumber Middle Part Employed getting Ready for Sea at 4 Commenced Weighing Anchor Middle part Employed getting up Anchor at 8 Employed Setting Watch at 12 Employed Setting Watch at 4 Employed Heaving the Ship to at 8 Employed Heaving the Ship to at 12 Finished & Commenced Calling all Hands

Left Ches 11th

Ship George Hamlin

October A.D. 1854

Remarks Saturday 12th

First part Commences with moderate breezes from the Eastward Employed Bending and Reeving away the Mizzen Top Gallant Sail Middle part light airs from the Eastward Employed Bending Mizzen Top Gallant Sail Latter part Employed Bending Fore Top Gallant Sail Latitude Observed 50 Obs

Latitude by D.R. 50

Longitude 2 W

Remarks Sunday 13th

First part Commences with light airs from SSE by the Steering Sails Employed Clearing up decks my Sail in the Middle part with light airs from the Westward Employed with Ships Company Latter part fine pleasant weather Employed Bending Fore Top Gallant Sail and Bending Main Top Gallant Sail but do not set past So with the Sails in

Latitude Obs 49 28

Remarks Monday 14th

First part Commences light breezes and fine from the Southward and westward Employed Setting Top Gallant Sails but do not Succeed in getting them Middle part light airs with some rain Latter part Employed in Ships Duty moderate breezes from the Southward and Westward Employed as

Remarks Tuesday 15th

First part Commences with Thick weather at the Commencement we Shortened in Top Gallant Sails at 4 PM more moderate Middle part Calm with Rain Employed in Ships Duty Latter part Employed Setting Top Gallant Sails

Latitude Obs 48 [illegible]

Longitude [illegible]

Ship George Howland

October A.D. 1850

Remarks Wednesday 16th

First part commences with moderate breezes from S.S.E. steering by the wind heading S.W. by W. with moderate and squally weather middle part of the day with heavy squalls from the Northward and Eastward at 12 commenced reefing topsails and double reefed topsails at 1 P.M. set close reefed main topsail and reefed foresail at 2 P.M. set reefed mizzen topsail at 4 P.M. set close reefed mizzen topsail at 6 P.M. set reefed foresail at 8 P.M. set close reefed foresail at 10 P.M. set reefed main topsail at midnight moderate breezes from S.S.E. steering S.W. by W. with heavy squalls and rain

Latt obs 5.24

Remarks Thursday 17th Long Obs 18.40

First part commences with light breezes from S.S.E. at 5 A.M. Cape Corvo N.N.E. distant 4 leagues set foresail and mizzen topsail at 6 A.M. set main topsail at 7 A.M. set main topgallant sail at 8 A.M. set mizzen topgallant sail at 9 A.M. set foretopgallant sail at 10 A.M. set main royal at 11 A.M. set foreroyal at 12 A.M. set mizzen royal at 1 P.M. set flying jib at 2 P.M. set spanker at 3 P.M. set main skysail at 4 P.M. set foreskysail at 5 P.M. set mizzen skysail at 6 P.M. set jib at 7 P.M. set studdingsail at 8 P.M. set flying jib at 9 P.M. set studdingsail at 10 P.M. set flying jib at 11 P.M. set studdingsail at midnight moderate breezes from S.S.E. steering S.W. by W. with heavy squalls and rain

Latt obs 5.02 N

Remarks Friday 18th

First part commences with moderate breezes from S.S.E. steering by the wind on the starboard tack at 5 commences squally and hauling to the Eastward strong breezes with heavy rain at 6 set foresail and mizzen topsail at 7 set main topsail at 8 set foretopgallant sail at 9 set main topgallant sail at 10 set main royal at 11 set foreroyal at 12 set mizzen royal at 1 P.M. set flying jib at 2 P.M. set spanker at 3 P.M. set main skysail at 4 P.M. set foreskysail at 5 P.M. set mizzen skysail at 6 P.M. set jib at 7 P.M. set studdingsail at 8 P.M. set flying jib at 9 P.M. set studdingsail at 10 P.M. set flying jib at 11 P.M. set studdingsail at midnight moderate breezes from S.S.E. steering S.W. by W. with heavy squalls and rain

Latt obs 5.20

Ship George Howland

October 1st 1850

Remarks Saturday 19th

First part commences Strong gales from S by W Ship on the Western Tack Employing the Watch in Securing Sails and Clearing decks of Spray Latter part more moderate Ship under Reefed Fore Sail & Main Top Sail Middle part more moderate Set the Light Sails Employing the Watch in Setting Sail at 6 Laid the Ship to with her Head to the Southward Latter part Strong gales & Squally Employing the Watch in Securing Sails & Clearing decks

Latt Obs 4-24

Remarks Sunday 20th

First part commences fine weather and gentle breezes from S by W Ship heeling Westward under Reefed Sail Middle part more moderate Same Latter part Strong breezes Sails dried Employed in Setting & Furling Sails at 8 Hove to Strong gales & Squally Employing the Watch in Setting & Furling Sails

Latt Obs 3-35
Long Chron 20-0 W

Remarks Monday 21st

First part commences fine weather gentle breezes from S by W Ship heeling W by S Middle part more moderate weather Employed in Setting & Furling Sails at 5 Squally Ship heeling SE by S gone by Latter part Fine weather Employed in Ship Duty Seamen Variable Light Breezes

Latt Obs 3-05
Long Chron 19-5-2

Remarks Tuesday 22d

First part commences Light variable winds & Fine Weather Ship heeling to Westward Strong Breezes Latter part Some Employed Drying Clothes Bedding &c Ship rolling Heavy in the night Seamen Employed Setting Sail Seamen Strong Breezes from SW

Latt Obs 2-25
Long Chron 17-28

Ship George Howland Round South

October 3 1855

Remarks Wednesday 23 d

First part commences & Strong Gales from SSW & Ship Steering SE under all Sail at 5 oclock PM the Gale and Mizen Topgallant Sail Middle part moderating Set moyen Set Gallants and Fly Gib at 8 AM Gales & Clear Ship steering ESE Set Lower Topsails Middle part Set Lower Topsails & Courses Ends with Light Airs & Calms

Latt Obs 1.46 S
Long Chron 18.08 W

Remarks Thursday 24 th

First part Commences fine weather Ship under all Sail with Mizen Topsail & Steering by the wind Steering W S W Sack the Potatoes on deck the day with Rest of the Middle part fine Breezes Latter part Fine Employed in Ships work Setting & Furling Sails Ends fine weather nothing in Sight

Latt Obs 6.23 S
Long Chron 19.38 W

Remarks Friday 25 th

First part Commences fine weather with S by E Steering S W by W Cleaning Ship Middle part Strong Gales Latter part Fine Employed with Sails Ends Employed Tarring Rigging

Latt Obs 1.50 South
Long Chron 21.17 W

Remarks Saturday 26 th

First part Commences fine Breezes from SE by S Steering S W by W all Sail Middle part Strong Gales Latter part Fine Ends the latter Employed in Ships Work

Latt Obs 4.18 S
Long Chron 22.37

Ship George Newlan

October A.D 1851

Remarks Sunday 26th

First part Commences Stormy part Light Airs
from SE Ends Stormy Hvr employed fitting rigging
Middle part Ditto and the after Same
Latter part Stormy Ships Ditto

Lat Obs 5-9-2
Long Chron 24-15-

Remarks Monday 27th

First part Commences good weather
with Strong Breezes from SE Stormy
Ships Ditto at 4 took in Fly Gibb and
mizen Staysail Middle part weather
Same Latter part Stormy Ships Employed
in Ships duty So ends Ditto

Lat Obs 5-2-9
Long Chron 24-20

Remarks Tuesday 28th

First part Commences Stormy Winds from
SE Ends Ships employed fitting rigging Middle
part pleasant Latter part Squally with heavy
Squalls Ships Ditto

Lat Obs 12-21
Long Chron 24-04

Remarks Wednesday 29th

First part Commences pleasant weather
Stormy Ships employed in Ships duty Same
Ending Ditto Middle part weather Same Latter
part Stormy Breezes Employed fitting Fast ropes
on the Foreside yards So ends Same

Lat Obs 15-05 S
Long Chron 31-12 W

Ship George Howland

October 1st 1852

Remarks Thursday 31st

First part commences fine weather
Ship under all Sail Steering S W by S Middle
part Strong Gales and Squally took
in the Light Sails Latter part more moderate
employed Fitting Block & Straps and Gob
ponents &c ends over weather

Lat Obs 17-5 S
Long Chron 31-58

Remarks Friday 1st

First part commences fine weather
with a moderate Swell Set Sail Ones from
E Steering S W at 1 Set main Topgallants sails
at 5 Set fore and main Ft Gibb and main
royal more moderate from 8 to Midnight
more fine weather Middle part
employed Coopering and Stowing Hold Com-
mences Latter part fine weather

Lat Obs 20-08 S
Long Chron 32-47 W

Remarks Saturday 2d

First part commences good weather
employed clearing Ship for water Middle
part Steering S S W fine Latter part
Squally with Some Squalls with rain Latter
part weather Some part Fresh Squalls
of rain employed washing Ship &c ends
the Cook is Still sick

Lat Obs 22-14
Long Chron

Ship George Henland

November 1st 1855

Remarks Sunday 5th

First part commences with a moderate breeze and clear Steering S W by S Employed Steering the Ships on the Boms Middle part moderate with some rain Latter part Steering S W at 8 Set the Fore Topmast Staysail and Steering S E by S Saw a Sail at 1 past 5 Spoke the Ship Gray Eagle of Philadelphia bound home 8 days out weather Same Day

Latt Obs 24 04
Long Run 84 51

Remarks Monday 6th

First part commences with moderate breeze and Steering S W Middle part Same Latter part Steering Same breeze and Employed Setting up Rigging Carpenter Rigging the Fore Topmast Head Stays in Setting Main and Mizen Rigging the Standing Boom 8 days out Cloudy weather

Latt Obs 24 24
Long Run 85 45

Remarks Tuesday 6th

First part commences with moderate Same Steering S W Employed as Last part Sunset passed a Sail Steering S W and Exchanging Signals Middle part moderate Same Latter part Squally weather Light breeze Same Employed Setting up and Reeving Rigging 8 days out Same Reported

Latt Obs 26 51
Long Run 85 52

Ship George Newland

Novem 1st 1850

Remarks Wednesday 6th

First part commences fine weather wind
moderate Steering S by E & E by S
Employed setting sails & Sundry other duties
at 8 P.M. made sail & Stood under reefed
courses & lying to Latter part Squally with rain
and lightning Latter part Hove to under reefed
courses & Main Topsail

So ends

Latt Obs 28°47'
Long Run about 38°45'

Remarks Thursday 7th

First part commences fine and weather
Same Steering S by E & E Commences
squally with heavy rain Standing by the Braces
& Bowlines & Lee Braces Lying to the Eastward
& Steering as Said at 8 P.M. Set the Fore
Double reefed Main Topsail Single reefed
Main course Mizen Topsail & Standing
to the Southward & Eastward Middle part Strong breezes
with a high S W Sea Steering by the wind by the
Standing Latter part and Strong gales
with the main Topsail to Single reefed

Latt Obs 30°55'
Long Run 37°30'

Remarks Friday 8th

First part commences with fine moderate
Sea & Long S E by E by wind Sent down the
Fore and Main Royal yards
Middle and Latter part weather smooth Some
of the crew employed Bending Royal Sails &c &c
& Bowsed to the yard So ends Steering S E
by E under the main Topsail Mizen Topsail & Single
reefed Fore Topsail & Reefing Sail

Latt Obs 31°42'
Long Run 37°55'

Ship George Howland

November 1856

Remarks Saturday 8th

First part commences Strong hyle Sail
boys from S by W with gloomy Smell from S
Steering by the wind Heading S S E Hyle part
weather Sigma wise Carrying the N. Earth in
latter part & Packed Ship more S
Head of Wby S Set Fly gib and mizen
top gallant Employed Painting the S
Larboard Boards So ends more moderate

Lat Obs 32:35 S
Long Chron 36:27

Remarks Sunday 10th

First part commences moderate mize
ngale Ends by in this part at 6 am Carrie
S E by E in Shift to Middle part wind
from the Southward and Eastward steering S by W
latter part fine weather moderate Brees
from E by S Saw several Fin backs
So ends night Painting to the Windward
and modarate

Lat Obs 33:15 S
Long Chron 37:33 W
Long Sun 37:31 W

Remarks Monday 11th

First part commences wind Light
from E by S Carrie S S W at 4 more wind
from E by S Middle part breezy in and Carrying
by the Yards at 8 hours S W by W in Company
Fly gibb Latter part Strong gales from E
Steering S W under Reefed Jib and main Sail
by the Standing off & on Shortening
and furling Sails by the Sea running Sea with
high waves with very bad Sea running Set the
Lizzen Sail Ends the day Cloudy
and bad weather

Lat Obs 34:56
Long Chron 40:07

Remarks . Gibraltar 1856

Remarks Tuesday 12th

Fresh fast commences Strong gales from
S.W. Cape St Vincent Single reef Topsails
reefing yard & more mizzen Staysail
& Jib Variation of Sea Gone on gauging 8 fathom
ogue Observation Middle part gives Light from the
Westward Latter part Mostly the same with
a very Sweet ogue fine weather Sent down the
Main top gallant and Sent up the Main ogue
in its place Carried away the fore Topgallant
yard in Clearing down the Fore Topsail & Braces
& fresh the Main spanker in & the other Sails as at
present the Topgallant Sheet gone repairing with the
Topgallantsail Set & ends gone midnight

Latt Obs 36° 23
Long Run 42 : 04

Remarks Wednesday 13th

Light fast Commences Calm English
reducing Sails and Mustering at Stations
Sent up another of the longer Studding Booms
& one more Breeze up from SW & Steering SW
Middle and upper Weather Latter part and freeing
Sky from SW and Carrying fine weather
at 8 pm let the Main Sail Stand Braces pulled
down at ends Set the Main Sail and English Boy

Latt Obs 37° 10 S

Remarks Thursday 14th Long Run

First part Commences Light Breeze from
S Steering SW at 8 look in the mizen Topgal.
and Going Middle gauging on Single reef
Topsails at 9 Sent up Studding Sails Middle part
at 12 Squally with rain and heavy on & look
in the Main Topgallantsail one double reefed
the other Sails Spanker and Jib Sky
Stop Heavy all the Sea at 12 look in Mainsail
and Gaff Foresail Latter part Strong Gales
at 8 pm Stop Main Sail at 8 Set Foresail
Topsail and Mainsail at ends Carried away Main

Latt Obs 37 45
Long Run 42 8

Ship George Thomas

November 1st 1852

Remarks Friday 15th

First part commences fresh gales from SSW & Ship on her double reefed Topsails & Courses steering SE middle part of the Watch Ship hove SSE more moderate part fine Squally Weather part moderating at 7 Ship hove to W & W under Sail in Sight SE part Topsails at 11 Set Topgallantsails & Light Airs & fine weather Employed getting Head Sheets

Lat Obs 38-54 S
Long Chron 42-34 W

Remarks Saturday 16th

First part commences with moderate from SSW & Ship on the Larboard Tack Saw a Bark Ship Steering to the Eastward Middle part begins Calm at 11 light Airs from SW & Steering SE Latter part moderate Airs & Bark Ship in Sight Employed Setting up the Main Topgallant Stays & Fitting Gear Thermometer 70 on Region of Cape of good Weather nothing Seen but

Lat Obs 38-28
Long Chron 43-12

Remarks Sunday 17th

First part commences Light Airs & Employed in Ships work at 4 bells AM the usual Morning Quarters Part of Stock the Bark Stood E Bottle Seen York 82 days from NY York Bound to Calcutta Middle part Light Airs & Calm Steering SE Latter part begins the same with Squally with rain took up the Gaff & Mainsail Carried away the Jaws of the Gaff Ship Hove too & Shifted the Mainsail & Set the Stays'l Ship Hove too & Shifted the Mainsail & Set the Stays'l

Lat Obs 40-17
Long Chron 45-45

Ship George Hearland

November 7th 1850

Remarks Monday 18th

First part Commences fine weather Steering to the West Employ'd Shifting Sheets from S.E. to S.W. & Occasionally Bracing & Trimming Sails to the Eastward Steering S.W. fine weather First part Same Latter part Light Airs from E.S.E. Same employ'd as before Banks Hamlet & Bartlett on the Sick Report Employed Same as Yesterday Sent the Boat on board the Ship Jerusalem Same weather

Lat Obs 44-57
Long Run 45 W

Remarks Tuesday 19th

First part Commences fine pleasant weather the watches employ'd in Ships duty Middle part Strong Gales & Squally Latter part Light airs & Variable Steering S.W. & W.S.W. Set the Sails in Stays & Wore Ship occasionally Split the Jib & Fore Topmast Staysail Sent one Seaman to the Ship Jerusalem to Assist in Shifting her Sails Sent a Spare Topmast Same employ'd as Yesterday

Lat Obs 45-05
Long

Remarks Wednesday 20th

First part Commences Moderate weather Ship heaving to the Westward at 6 Same employ'd as before Kept the Ship off & on Middle part Light airs from S.E. & S.S.E. Latter part Same employ'd Setting up Braces and Washing Ship Decks Same weather

Lat Obs 47-37
Long Run

Ship George Newhall

Bremen Dec 25 1856

Remarks Thursday 21st

First part commences fine weather employed in ship with part of the crew and discharging the middle part moderate breezes from S.E. Steering S.W. by S. latter light breezes employed filling ballast in the hold and so ends the day

Lat Obs 42-20 S
Long Chron 5-1-00 W

Remarks Friday 22d

First part commences fine weather employed in ship with steering S.W. by S. the middle part moderate breezes from S.E. latter part wind and weather same employed painting the mast and planks so ends the transpersos

Lat Obs 42-28
Long Chron 58-16

Remarks Saturday 23d

First part commences fine weather with a light breeze from S.E. employed painting the mast & main deck & ship generally steering S.W. by S. middle part steering S.S.W. latter part same employed painting in the after part of the ship and planks so ends light breeze from E.S.E. and fine weather

Lat Obs 42-40
Long Chron 58-5-0

Ship George Howland

Nov 1st D 1852

Remarks Sunday 24th

First part commences good weather
hours set for mostly hove jury rig Carrying
it off Westerly middle part wind light
Latter part very hazy Jury rig Plenty
of Porpoise in Sight Steering SW under
all Sail Second part hazy weather

Lat Obs 45-15
Long Chron

Remarks Monday 25th

First part commences wind and
weather same at 8 Saw a Sail at
9 Saw a Sail at 6 Spoke Ship Nyanza
from Pacific bound to the Georges Bahama
Middle part at 8 Hoisted Sail for the night
Latter part Many trees at daylight made Sail
Course S by W wind ESE Saw 4 Sails at 9
Saw a Sail ahead at 11 Coincided at 1 Set
the Jib he proved to be our Boat Lowered
for it at 2 Commenced Cutting Second part
trees Employed cutting

Remarks Tuesday 26th

First part commences fresh hazy from SSW
employed Cutting at times finished Cutting
down trees at 11 Hove up from
Anchor at 12 Hauled off Shore at 2
Middle part at 12 Commenced Working
to the light Saw one Sperm Latter part
employed Cutting Stuff Saw
Several Whales Cutting Stuff Weather
Light airs with Clear

Ship G Knudsen Master G
August 1850

Remarks Wednesday 27th

First part cloudy with light breezes and calms middle part begins the same as to wind spoke the Barque Bees S.W. bound by the S.W. saw a double ended square rigged vessel Latter part freshing in from N.E. by N. Steering S.W. with thick fog and a Stormy breeze and thick weather

So ends

Remarks Thursday 28th

First part commences with calm weather Same employ heaving Steering S.W. Thick weather set the pinnace adrift Cooperd the oil and filled the casks Supper up a part of barrels of good Sperm Oil at 5 began to wipe and steering as with thunder and lightning set to Close reefed Stay sails Split and Shook in the Foresail Middle part Light airs weather after two moderate Latter part thick fog with rain

So ends Light airs and Calms

Ship G Knudsen Master

Remarks Friday 29th

First part Commences light breezes and a Short fog employed in Ship duty middle part variable weather Latter part more Steady with a light breeze from the S.W. and fine weather a Short fog Shipped some Short Sea

So ends Ship Steering S.W.

Ship George Howland

November A.D. 1853

Remarks Saturday 29th

First part Commences moderate and thick with a thick fog at 1 set double reef topsails Gib and Spencer Ship heaving to the S and E Course Ship heed to the S and Eastward work in both and Spencer Middle part commences with a thick fog Latter with at 5 the fog Clears off Depends Se nothing but ocean Sent the watches employed in Ship Duty at daylight part 11 wind breeze from SSE Ship heaving to the S & E Lat Obs 47.05

Long Chron 57.05

Remarks Sunday 1st

First part Commences Spelt Cape Pine SS W 65 miles at 2 Commences raining and breeze up at 3 part in both Spencer double reef topsails at 5 Clear away at 6 more Ship heed E & S Sent light air from ENE and Middle part Spelt Cape Pine Ship heaving to the S and Eastward Latter part at daylight wind and weather Same set double reef topsails Gib and Spencer Steering E & by N more a wind and Steered NNE and S W Strong breeze & cloudy Come mostly but Squalls The Cook is Still at Salt Sick and other pains

Lat Obs 46.41

Long Chron 57.14

Remarks Monday 2d

First part Commences Strong breeze from S & W at 1 Split in Gib and Spencer at 3 hove to the wind heavy SSE at 5 Clear in Sent Royal at Sunset more Ship heed N & by E Sent up Spencer Gaff Sent Royal yard down Middle part Squally with light rain Latter part Sent Royal yard up Gib Spencer Gaff Sent Royal yard up Heaving out water at 8 more Ship heed E SE Strong gales from S Ship under double reef mains'l Set Royal yard up S and more Sleet and Snow at 12 Ends the 24 hours Lat Obs 45.25

Long Chron 5-7.55

Ship George Howland

December 1850

Remarks Tuesday 3d

First part commences Strong gales from S S E with the Eastern Part of the Middle part and heavy squalls with rain Middle part and latter part Same weather Same Latter part Same night & day Saw Sperm Whale and Brown Bear at 10 Saw a Ship to the Eastward Shortened sail in case of Strong gales from S S E

Lat Obs 4 5 54
Long Chron 5 2 0

Remarks Wednesday 4th

First part commences Strong gales from S S E with Thick Weather Saw Ship Ocean of Providence Capt Smith 4 months out 45 Bbls Sperm and 1 of Whale Ship here SE Middle part more moderate Latter part Employed Setting Single Reef Topsails Heavy squalls with Rain Saw a Sail to the Southward Ship Gold in Sight Saw Sperm Whales Employed in Ship's duty

Lat Obs 4 6 26
Long Chron 5 2 38

Remarks Thursday 5th

First part commences Strong gales and Thick weather at times Squalls with Rain Saw Sperm Whales Employed in Ship's duty Middle part Moderate and Pleasant Latter part Employed in Ship's duty Saw Sperm Whales Employed in Ship's duty unwell Employed in Ship's duty Saw Sperm Whales Employed in Ship's duty Saw nothing in Sight

Lat Obs 4 6 46
Long Chron 4 8 19

Ship George Howland

Decemb A D 1850

Remarks Friday 6th

First part commences with the ship under Topsails Courses and Jibs Steering NE by N Wind Light and Variable Latter part Light breezes from SW Set Foresail Mainsail and Spanker at 8 P M Set Topgallant sails Middle part Light breezes from SW to W Set Flying Jib at 12 P M Latter part Light breezes from W to SW Set Mainroyal at 4 A M Set Foretopgallantsail at 6 A M Saw a Sail to the Northward at 10 A M Set Maintopgallantsail at 11 A M

Latt Obs 45-24

Remarks Saturday 7th Long Obsn 45-26

First part commences with the ship under Topsails Courses and Jibs Steering NE by N Wind Light and Variable at Sunset Furled Jibs Middle part Light breezes from SW to W Latter part Light breezes from W to SW Set Foresail Mainsail and Spanker at 8 P M Saw the Sail that was in Sight Yesterday Standing to the Northward Saw one Whale at 10 A M Saw another Whale at 11 A M The Sail that remains in Sight

Latt Obs 47-40

Long Obsn 47-14

Ship George Howland

December 1st A.D. 1850

Remarks Monday 7th

First part commences Strong gales from S.S.W. Sail in company Ship steering by the compass Sounded at 3 double reefed fore & main topsails & close reefed main sail Hove to with Storm Trysail & a close reefed main Topsail upon the Larboard tack middle part after 12 more moderate Latter part moderating & made Sail & set a main Topsail & Staysail & Lands Calm

Lat Obs 46-18

Long Chron 56-12

Remarks Tuesday 10th

First part commences fine weather & light breezes Sprung out from the S.W. Westward Ship steering by the Compass Sun unbeaks & we Sail made part Moderate & fair Latter part light breezes upon the Larboard bow Saw a Sail from the Spars to leeward Supposed as one of the Fleet bound to the Eastward Set Studding Sails & Royals Ship heeling to the breeze & Wind

Lat Obs 46-21

Long Chron 46-22 46-13

Remarks Wednesday 11th

First part commences fine weather & light breezes from S.W. & W.S.W. Sail in Co. & kept in Company Sounded every double reefed Courses hauling out for water at 8 P.M. Ship Royals & Royal Staysail Carried Wind & Weather Strong gales & Squally with heavy rain Ship under Close reefed Main Topsail & Storm Staysail & under Storm Courses

Lat Obs 45-2?

Long Chron

Ship George Hanlan Coming

December 1851

Remarks Sunday 12th

First part commences Strong breezes from
this 5 A.M. took in Top Sails Employed boarding
out in the after hold for Coal found that our
Cabbose was leaking Carried on Same as
am suspend them at 1 double reefed
hove to for any more pilots Gale
at 2 more Strong and veered the forestaff Strong gales
middle part Strong gales from Sby Sam Southerly
latter part more moderate and fowling
to the Westward at 7 bent Sails having 38 Fm

Latt Obs 48 29

Remarks Friday 13th Long Obs 5 8 04

First part Commences good weather and from
this to Steering to the Southward Strong breezes
and Sight in Site at 7 Struck Ship for Loss of
Main Stay Sail 90 lbs and mending Ship &
part moderate latter part same at daylight
made Sail at 8 bent Sails having at this
Southern part very heavy squalls breezing at 10
took in the Light Sails Upon the Ship
Lee Rail under Stay Sail the water employed
mending Spanker Boom and Strong breezes

Latt Obs 47 04

Long Obs 5 20

Remarks Saturday 14th

First part Commences more moderate
Strong S.S.E at 1 past 1 this Ship headed
N.N.W and Shortened Sail to the reefed
topsails part moderate latter part at daylight
made Sail with a moderate Sea breezes
from S.S.W Ship headed N.W and
nothing in Site

Latt Obs

Long Obs

Ship George Howland

December A D 1850

Remarks Sunday 15th

First part Commences wind and weather same got 2 speck in Topgallantsail [illegible] gale breezing on and hauling to the Westward at 1 more moderate [illegible] Ship Gideon Howland New Bedford Capt Jenkins [illegible] Sperm at sunset double reefed Middle part moderate Latter part at daylight made sail [illegible] at 1 backed headed [illegible] fine weather wind [illegible] So and 4 Sails in sight

Latt Obs 46 30

Long Chron 58 05

Remarks Monday 16th

First part Commences fine weather Ship under all sail standing to the Westward [illegible] at 1 the Cook died he has been sick from the third day out with the exception of a few days his name is John Lees [illegible] Middle part moderate weather wind from S W Latter part at daylight [illegible] with thunder and lightning at 5 commenced breaking out molasses in the after hole to cooper do and wind moderate same day

Remarks Tuesday 17th

First part Commences thick foggy rainy weather all hands employed coopering the molasses flour and bread in the after hole at 4 finished coopering and got all stowed back wind breezing on from the Southward and Westward with rain the ~~George Howland~~ Gideon Howland ran down and spoke Capt Jenkins came on board [illegible] John Lees the Cook [illegible] bad weather Ship under short sail heading to the SE Latter part at daylight [illegible] set all sail in sight [illegible] at 5 spoke Ship Amanda New Bedford Capt [illegible] at 10 more moderate [illegible] set Topgallantsails

Latt Obs 45 40 Long Chron 57 2

Ship George Howland

December 1st 1850

Remarks Wednesday 18th

First part Commences with pt breezes from
N. to N.W. Ship Steering S and Running to the Southward
Steering S at Sunset Shortened Sail to the main
Latitude Observed 41° 30' Middle part of
the same Ship running Steering and Ship Rolling
Latter part of the Night Strong gales and thick
weather with light rain at 8 Set close reefed Fore
and main Topsails Double reefed main Trysail
and Scudding under at 10 made more Sail
Set Latt Obs 41°-52'

Long Obs

Remarks Thursday 19th

First part Commences Thick hazy weather
with a fresh breeze from W.S.W. to W.N.W. Ship
W.N.W Under single reefed Topsails Courses Trysail
Sprayer after part running at Sunset Shortened
Sail unto Single reefed Topsails Middle part
moderate Latter part of Day Ship Steering until
2 Clock A.M. fine weather Employed
Ship Oil with from Gehon Jr. Ks and Cooperage
at work what we have in work repairing Slow
running Iron and Spoke Ship Five Sail Steering
on. Ship Steering Clear Bend at 1 & more Ship and Sky

Latt Obs 41°-41

Remarks Friday 20th Long Obs 69°-27

First part Commences fine weather Employed
Cooperage at the Oil Ks Ship Steering
at 1 Quarter Cooperage at work Oil
from Ship at Sunset Steering Ship Steering
on Sparky on Starboard Bring of and from Ship
at Sunset Shortened Sail Ship Steering
at Latter part of Daylight made Sail
and Commenced Steering out in the main
Ship Steering Clear Gun at 8 Set
in Thick Hazy Weather

Latt
Long

S Ship George Howland
December 1st 1851

Remarks Saturday 21

First part Commences thick weather all hands employed stowing down at 5 finish stowing down the oil the fog cleared up at [illegible] [illegible] middle part strong breezes ship under short sail latter part strong gales from [illegible] got [illegible] more moderate [illegible] [illegible] employed in [illegible] and [illegible] to the Northward [illegible] [illegible] [illegible]

Lat Obs [illegible]
Long Chron [illegible]

Remarks Sunday 22th

First part Commences fresh breezes ship under single reef topsails jib and spanker [illegible] sails [illegible] ship [illegible] to the Northward at sunset [illegible] [illegible] [illegible] ship [illegible] S by E [illegible] one Bark ship steering to the Southward middle part fresh gales latter part at daylight [illegible] [illegible] the mizen topsail and [illegible] the foresail [illegible] strong gales from [illegible]

Lat Obs [illegible]
Long Chron

Remarks Monday 23d

First part Commences strong gales from S and [illegible] with fresh squalls [illegible] [illegible] [illegible] at 3 wore ship to the Westward at 1 set double reef topsails jib and spanker more moderate at sunset tacked again to the SE middle part [illegible] weather moderate latter part at daylight [illegible] [illegible] topsails [illegible] commenced breaking out in the main hatch bread and flour [illegible] [illegible] [illegible] 56 barrells of [illegible] [illegible] [illegible] [illegible] [illegible] fresh water in [illegible] [illegible] [illegible] the [illegible] [illegible] cutting a [illegible] whale

Lat Obs [illegible]
Long Chron [illegible]

Ship George Howland South Atlantic O

December AD 1857

Remarks Tuesday 24th

First part Commences Strong brees of [illegible] [illegible] the Topsails and took in Jib and Spencer at [illegible] [illegible] Coopering Bread and flour and Stove [illegible] [illegible] from W. Ship heading S S W Middle part moderate Latter part at daylight Strong brees from W S W heading S at 4 Tacked Ship heading to the N and Westward and [illegible] to the Southern [illegible] [illegible] at 10 [illegible] and the reefs and set main Top gallantsail

Latt Obs 46.24

Long Chron 56.58

Remarks Wednesday 25th

First part Commences moderate weather Ship on the Western Tack employed bending and [illegible] [illegible] Sails on bent the [illegible] foresail and bent a new one Middle part moderate Latter part at daylight [illegible] light from W Steering S [illegible] bent the [illegible] mainsail [illegible] [illegible] [illegible] and [illegible] [illegible] and [illegible]

Latt Obs 46.24

Long Chron 55.4

Remarks Thursday 26th

First part Commences wind from S E Steering S W [illegible] the mainsail and bent it [illegible] bent the [illegible] Topsail and bent the new one the wind hauling to the S at 4 [illegible] Ship heading S S E [illegible] moderate from S W Middle part [illegible] weather Same Latter part [illegible] breesing up from West Ship heading S S W [illegible] [illegible] employed on Ships [illegible] The Cooper Employed making [illegible]

Latt Obs 47.30

Long Chron 57.05

Ship George Howland

Dec 1st 1850

Remarks Friday 27th

First part commences fine weather with
S.W. Ship on the Southern track going Westward
Middle part very moderate Latter part calm
very pale Wind & Stormy Ship making
very Leaking & Water in the Hold
Ship mostly employed in Ships Duty &
Stormy Days from S.W. to N.E.

Lat Obs 48.57
Long Chron 61.45

Remarks Saturday 28

First part commences with moderate Strong
gales & fine Weather Latter part Strong Gales
& Squalls with Heavy Rain Ship
Lying to with main Topsail to the Mast
Middle part Strong Gales & Squalls
with Rain Latter part Moderate
& Fine Weather

Lat Obs 49.8
Long Chron 61.45

Remarks Sunday 29th

First part commences with Moderate Weather
with Light Airs & Calms Ship Heading
all Points from S.W. to N.E. Middle part
Strong Gales & Squalls with Rain
Latter part Moderate & Fine Weather

Lat Obs 50.2
Long Chron 58.52

Ship George Howland Rounds around Cape

December 1st 1859

Remarks Monday 30th

First part Commences Strong gales from S by E Lons Ship by the Log 1 Knots per Hour employed Setting Sails and Clearing decks Middle part more Moderate Squalls lighter as the Shade more Sail upon Ship Latter part got a Mast all Sail and employed Setting Sails Ship heading to the South Commenced Discharging the Old Bile from weather at 12 noon Strong Gales & Squalls Ship Set and Took in Sails in Site

Lat Obs 54-21
Long Obs 63 33

Remarks Tuesday 31st

First part Commences good weather fine breeze from W Steering SW by W until Noon Course Same Setting Sails as Required Strong Gales & Squalls Middle & last part Fresh weather with fresh Gales from W by W Latter part Fresh weather with a Moderate Breeze from W by W Employed on the Ship Gibb Brown Set and Struck Sails

Lat Obs

Remarks Wednesday 1st

First part Commences with Moderate Gales & Fair weather Sent down the Main Royal mast and yard at 7 the Log Hoisted up Sails in Site Course SE and by S Middle part at 11 Wore Ship to S Took in the Sails and Double reefed the Topsails Ship Course ESE Latter part of day Light Airs Sails in Site Cloudy Head weather Course Steering Same with Squalls at 9 reefed the Mainsail at 11 Shook it and again Squalls and Cloudy weather Middle Gales

Lat Obs

Long Obs

Ship George Henslow

January 2d 1851

Remarks Thursday 2d

First part Commences Strong gales from S.S.W. Courses E.S.E. & the wind veering about 4 points, rap gobb'd and Courses hove to 1 Sugar Loaf Island bearing S distance 30 miles at Sunset Cleared away Fore and Mizen Topsails and Reefed the Mainsail Shipped Seas that was off the weather bow in the morning and Stove in the Steam Launch Split Bulwarks The same until 1 pm Moderating made more Sail & Latter part at 8 wore ship to the S.W. Steering S.S.W. Heavy on at 8 double reefed the Topsails and reefed the mainsail took in Steam Launch

Left Obs

Henry Thom

Remarks Friday 3d

First part begins Strong gales from W.S.W. Steering S.E. by the wind Heavy S.S.W. Sprung a leak in the at Sunset Cleared away the Topsails Middle part more moderate Latter part at 4 pm Carried away the Fore Topsail Yard Shipped Seas & the Main boat Stove in the Starboard bow Latter part Continues moderate with light baffling winds & Squalls the Ship Rolling in the

Left Obs

Henry Thom

Remarks Saturday 4th

First part Commences moderate weather with light baffling winds from the Westward at 3 PM Observed from the Reefed Sails at 4 AM Strong breeze & W.S.W. Ship heavy & the Sick weather cleared light airs & Calms Middle part Heavy squalls & Calms Latter part Strong breezes & squalls Steering to the Southward at 1 PM Saw Tristan D'Acunha Sick nearly weather ones S.W. by W. Ship heavy Ship at 11 AM Observed from the Topsails Latter part more moderate at 8 PM Single reefed Topsails and main Topgallant Sail Saw nothing in the

Left Obs

Henry Thom

Geo Howland On Her Passage around Cape Horn

January 1st 1851

Remarks Sunday 5th

First part Commences Weather more moderate Ship Steering to the Southward Saw Sea Birds employed Painting Ship Main Mast Fore Mast Mizzen Mast Fore Yard Main Yard Mizzen Yard Main Topsail Yard Fore Topsail Yard Mizzen Topgallant Yard Jibboom Gaff and Spanker Boom Middle part Strong gales Weather moderate Saw the Northward Ending with the Ship at 12 Steering East Hove out Deep Sea Lead Lines Latter part at 8 Saw Sea Birds at 9 Took in Topgallantsails and Single reefed

Remarks Monday 6th & 8 Obs

First part Commences more moderate Saw one Sail at 3 Set Fore and Main Topgallantsail and Royals at 4 Furled Topgallantsails at 5 Double reefed the Topsails and Furled the Royals and Spanker Steering as Middle part Strong gales at 8 Close reefed the Topsails Single reefed the Courses Furled the Jibboom Gaff and Mizzen Topgallant Sail Latter part Moderate Hove out Deep Sea Lead Lines and Set Fore Topsail Main Topsail and Spanker Saw Albatross and Sea Birds

Lat 58 Obs

Remarks Tuesday 7th

First part Commences Strong gales Saw Albatross Ship on the Starboard Tack Steering S.E. by E. at 8 Close reefed the Main Topsail at 9 Passed a Ship Laying to under Close reefed Main Topsail and Main Spencer Middle part at 8 Reefed the Foresail and Mizzen Topsail Saw Albatross Latter part More moderate Turned the Watch out of the Courses and Set Double reefed Topsails Fore and Spanker So ends Strong gales Saw Albatross

Lat Obs 56-11

Long Run 6 5 58

Ship George Howland Edward Bennett

January 6th 1841

Remarks Wednesday 6th

First part Commences with strong gales from W.S.W. Ship heavy pitching & rolling at times shipping it over the Gangway with Main & Spanker Square sail & Reefed Fore & Aft Sail in the morning Saw Cape Horn bearing W.S.W. 40 or 50 miles distant the other Islands to the Eastward of it at half past 5 a.m. Ship off Shore & the first part Squally bad weather until 10 more moderate Set Fore and Spanker Saw the Sail to day

Lat Obs 55-2 S
Long Obs 68 W

Remarks Thursday 7th

First part Commences nearly same weather Standing to the Southward & Eastward Ship heaving to & to make all Sail we can making good Speed at 10 a.m. hoisted up Jib & Stay Sail Ship heaving to the South & East & Wind Shifted again more to the Eastward Ship Set Fore Sail & Main Sail heaving off Shore Distance 30 miles at 12 Hoisted up Boat & Secured the same with Tackles

Lat Obs
Long Obs

Remarks Friday 8th

First part Commences and begining with Thick weather with light airs & Calms Ship under all Sail Steering S.W. by W. with 5 Knots & Speed at 8 a.m. Spoke Ship Albion from Hyeres last 7 days out Same time Saw Land bearing S.W. by S. Distance 30 miles at 12 Ship under all Sail Commences Strong Gales & Squally at 3 got the Ship under close reefed Topsails & reef Courses at 4 Split Fore Topsail & Main Stay Sail Ship heaving to under the Same Sail Saw Land bearing S.S.W. to W. Distance 30 miles

Lat 47-35 S
Long 57 W

George Howland off Cape Horn

January A D 1851

Remarks Saturday 11th

First part commences gale and fine from W S W [illegible] under close reef Topsails and reef[illegible] [illegible] at 1 passed a large [illegible] Ship lying to under Storm Sails [illegible] [illegible] at the [illegible] Topsails [illegible] Latter part [illegible] [illegible] Topsails [illegible] more Ship [illegible] gales from [illegible] part [illegible] made Sail [illegible] Brig in Sight So ends with a moderate hole Sail breeze from S S W heading W So ends

Latt Obs 57.50
Long Chron 68.54

Remarks Sunday 12th

First part commences fine weather and moderating [illegible] one Brig in Sight at 5 wind light from S Middle part wind light from SSE Steering [illegible] at 3 wind hauled to S Latter part good weather fine breeze from SSW heading W under all Sail Saw one Bark Steering to the Eastward So ends and Cruising to the Westward

Latt Obs 57.05
Long Chron 70.01

Remarks Monday 13th

First part commences good weather Ship heading [illegible] from [illegible] at 5 [illegible] Ship heading [illegible] and [illegible] moderate hole Sail breeze Middle part thick weather [illegible] rain [illegible] [illegible] at 11 [illegible] [illegible] in the light Sails and [illegible] the Topsails Latter part more moderate [illegible] at 8 [illegible] [illegible] back [illegible] heading [illegible] So ends Thick hazy weather

Latt Obs 57.07
Long Chron 72.40

Ship George Howland

January A.D 1851

Remarks Tuesday 14th

First part Commences Thick hazy weather Ship keeping Sail under all Sail Passed a English Bark Steering E.N.E. or and Easterly Moderate part and pm weather Same until 4 took in Topgallantsails Latter part pm the pm Steering Same Ship under Topsails and Courses Got Lat Sights So ends

Lat Obs 5-8-22 S.
Long Chron 75-18 W

Remarks Wednesday 15th

First part Commences Strong breez pm W.b.S. at 1 Tacks Ship head ESE at 4 more moderate Set the Topgallantsails pm Mid part and same Same Squally took in pm and more Topgallantsails Latter part good weather and Steady pm Wind Ship steering E.S.E. So ends Saw nothing but Porpises

Lat Obs 5-5-43
Long Chron 75-20

Remarks Thursday 16th

First part Commences Strong hole Sail breez pm W.S.W. steering E.S.E to E. pm Ship under close Topsails Courses main Topgallantsail, Got Sights Middle part more moderate get the pm Lat Tacks Ship heading S.S.E. Set pm and pm Topgallantsails pm Ship breezing pm and pm W.S.W. steering Ship E.S.E. at 4 half past 10 took in the Topgallantsails at 11 more the middle part Squally Ships head pm pm and pm pm pm Ship heading E.S.E. So ends Saw nothing

Ship George Newland

January 1st 1851

Remarks Friday 17th

First part commences Strong gales from W & WSW Ship heavy & labouring in the Storm. Hard weather at 8 AM double reefed the Main Topsail wind Veering to the Southward & Middle part at 10 close reefed ditto Ship pitching & labouring very much at Noon Saw a Ship Standing to the Southward Latter part of Do Set Single reefed Topsails and main Staysail made moderate Seas and Hard weather

Lat Obs 55:26
Long Chron 7°45

Remarks Saturday 18th

Sunday First part commences fine weather Turned the Hands up & Set Topsails and Set Staysail Single reefed Sail Crees Ship labouring heavy Middle part Ship under Easy Sail Steering to the Westward Latter part at 10 Saw a Ship under Sail to the Westward Strong gales Sail Crees Ship under all Sail nothing Seen but Ships

Lat Obs
Long Chron

Remarks Sunday 19th

First part commences Strong Crees from W & WSW Ship Labouring very much Double reefed the Fore Topsail Single reefed Main and Mizen at 5 past a Ship Steering to the Southward Double reefed the Main Middle part at 10 took in Gib and Spanker Strong Crees from W & WSW very thick weather at the wind Variable Ship to the Eastward Latter part Ship under Single reefed Topsails and Foresail Ship heavy & labouring in the Strong gales and

Lat Obs 53:57 S
Long Chron 80:15 W

Ship George Howland

January 1st 1851

Remarks Monday 20th

First part Commences Strong gales from W S W at 1 Hauled the reefs out Down on T Oil Mgmt Set Gib Stays'l Spanker made sail Middle part Strong gales and weather Muddy Same at two Lauged the reefs out of the Topsails at 4 Set Topgallants'ls Latter part Strong gales and Squally Hove to Struck 3 casks from Brig Steer S W by W The watch Employed mending the old bibb So ends

Lat Obs 46.9
Long Chron 122.0

Remarks Tuesday 21st

First part Commences Strong breezes and cloudy Hauled to the Southward at 2 Pacific Standard Wore Ship to the Northward Topsails Topgallantsails Courses Set Spanker Steering on at Middle part at 2 took in Topgallantsails at 3 Double reefed the Topsails Squalls at 10 struck and Gibb and Spanker Strong Gales and cloudy at the wind Veered back to W made Sail the Ship Set Lgt Spanker at 4 more moderate Set Topsails at 5 Steering N Double reefed Fires Part Single reefed Main and Mizen So ends Squally

Lat Obs 40.5
Long Chron 122.2

Remarks Wednesday 22d

First part Commences Strong gales from W by S Hove to W by S at 1 Set Main Topgallantsail and Single reefed Fore Topsail at Squalls more moderate Set Fore and Main Topgallantsails Middle part at 1 Hauled the reefs out of the Topsails Latter part Wind from W by S Strong Gales Thick weather Employed Breaking out Provisions So ends Moderate weather

Lat Obs
Long Chron 119.6

Ship George Howland Pacific Ocean

January 1st 1859

Remarks Thursday 23d

First part Commences Moderate Breezes from W by S Ship under all Sail heading W by S Middle part same & Commences with Light Airs & Calms Ship heading W by S Latter part Ship heading W by S Commences with Light Airs & Calms & Squalls Ship under all Sail

Lat Obs 4°8' N
Long Chron 79°56' W

Remarks Friday 24th

First part Commences Strong gales from W by S Ship heading W by S with all Sail set Shortened Sail & Carried it away Middle part Commences with Light Airs & Calms Ship heading W by S Latter part Commences with Light Airs & Calms & Squalls Ship heading W by S Middle part Commences with Light Airs & Calms & Squalls Ship heading W by S Latter part Commences with Light Airs & Calms & Squalls Ship heading W by S

Lat Obs
Long Chron 80°44' W

Remarks Saturday 25th

First part Commences Fresh Breezes from W by S Ship heading W by S with all Sail set Middle part Commences with Light Airs & Calms & Squalls Ship heading W by S Latter part Commences with Light Airs & Calms & Squalls Ship heading W by S

Lat Obs
Long Chron 79°33' W

Ship George Howland

January 1st 1851

Remarks Sunday 26th

First part commences fine weather
Employed in Ships duty at 5
Passed a strange Ship Steering to the ESE and
Eastward and light airs Got the Ship at 8 Just
the West end Bank Shoals in the Canoes
Kept heaving the Lead at Light airs when
near the anchor 5 Fathoms and by Eight Got
at 9 Brought up Just at Ship steering to the
ESE and Eastward with Main sail with light airs
So ends

SB Obs

Remarks Monday 27th

First part commences light airs from
the Northward Ship in the westward Part
at 5 Wind Under Sail to the Eastward
Ship keeping ESE 8 Miles at 8 Squally with
rain Steering ESE 8 Miles with Casting Lead
Ship to Stop Sailing Got at 9 Set the Jibs
Foremast Steering ESE 8 Miles employed
repairing the Quarter Boat and making Sennet
for Mainsail and Light airs West 8 Miles
So ends

Lat Obs 4 3.5
Long Chron 177.0

Remarks Tuesday 28th

First part commences Moderate Weather
at the rate 2 Knots an hour Hove down
the Topsails at 5 Wind began to Increase
from ESE heaving Ship to Middle part
with Squalls of rain Under Sail Light
breezes from the S Steering SE by S at 8
Foremast Steering SE by S with the main Royal
and Spanker So ends Over the Sails

Lat Obs 4220
Long Chron 2208

Ship George Howland

January 1 1850

Remarks Wednesday 2d

First part commences fine weather
with light S Eastwards employed repairing the
Fore sail. Middle part Steering E by S & E
came from SSW Latter part fine weather
fine breeze light & Squally with Heavy Showers
Lower light hard Squalls & thick heavy
Showers Employed repairing the Mainsail
Carpenter making a Box to go over the Pumps
with the main Hatch Set ends Down a Sail
Steering to the S and Eastward Lat Obs 40 33
Long Chron 1760

Remarks Thursday 3d

First part commences good weather fine breeze
from SSW the watch employed repairing
the Foresail Middle light Airs from Eastward
and the sky both Night fresh Steering E by S
& E Latter fine weather employed Setting
in Ships Sails Employed repairing the Foresail
and Mainsail Set ends two Sails in the
Main Jeerbacks and one Pump back

Lat Obs

Remarks Friday 4th

First part commences Moderate breeze from SSW
Steering to the S and Eastward Some Squalls with Rain
Sails in Site at 4 Oclock Split Square Foresail
to mend past 1100 lbs Spun at 5 Oclock Split Canvas
Cargo pumped 88 18 months and 2400 150 Spun Middle
part Steering E by S light airs and Calm The Capt
Negro James Mehil for throwing a Knife
at my Mate because he told him to look out
one night before my Mate called him and struck
him across the arms of his having the knife Latter fine
good weather employed repairing the Mainsail
the Caroline in Sight and E by S moderate breeze Ship
under all Sail having 88 Set ends Lat Obs 38 27

Long Chron 74 27

Ship George Newland

February A.D. 1851

Remarks Saturday 1st

First part commences fine weather, planted up pump, decks in Sick the watch employed in Ships part gentle breezes from NW to W at 4 came with the Carolina, Gluchia Island in Sight Canoes came off, Natives with Eggs & Fish Boats put on Shore, Employed in the Gd and Washing until all Said Ships part fine breez from NW to W Employed as many Sails so ends Saml Jubb

Latt Obs 32-30
Long Obs 155-13

Remarks Sunday 2d

First part commences fine weather employed in Ships duty punp Ship, in the Forenoon at 8 Saw the Ship Ann of Boston from Sail and Sent Boat and took the men Middle part Lat 9 Spoke Bark Harper and Ship Herald at 10 past off again Employed Washing Ship Latter part Steady breezes from E SE Sams as Yesterday

Latt Obs 35 10
Long Obs 170

Remarks Monday 3d

First part commences Steady breezes from SE by E Middle part Steady gales Employed in Ship Boats as on the former Days Steady Weather Latter part Gales Employed in Ship duty So ends Saml Jubb

Latt Obs 33 25
Long Obs 172

R Ship George Howland

February 4th 1851

Remarks Tuesday 4th

First part commences Strong gales from SSE & Thick Weather Employed getting boats inside first part Light airs & Calm Employed repairing the Cutting Boats fitting the new Chocks to the Lower Chocks and masting Spanyard &c ends Clear weather

Lat Obs 30-15
Long Chron 79-45

Remarks Wednesday 5th

First part Commences Strong Gales SW Employed as Steerage part of the day Steering & Keeping Ship Off Middle part Moderate breezes from NNW & Calm part Employed Coopering the same Employed getting the Boats Masts &c to a Anchor Unshackled 1st & 2nd Cables & Unbent Boats Stowed the Boats Clear on after the Sides So ends fine weather

X

Remarks Thursday 6th

First part Commences fine weather & Calm Light Airs from the Westward Boats at the Davits Employed getting the Ship ready for Sea Hoisted in the Boats Unmoored ship & got under way with the Assistance of a Steamer Employed Heaving in the Cable & Coiling down Ropes &c Steamer left us Employed Coopering Cutting off & Setting up Casks Employed Coopering and got Breakfast Employed Coopering & Coiling down Ropes &c Employed Coopering & Coiling down Ropes &c ends Employed Coiling up Ropes &c Clear

Lat Obs 29-16
Long Chron 78-

Ship George Howland

February A D 1850

Remarks Friday 7th

First part commences fine plesent weather all hands employed clearing away the whales middle part Commenced Boiling the Island of Saint Felix in site bearing N N W one sail in site middle part fine weather Boiling Steering W by S latter part and and weather Same the Island in site all hands employed Boiling So ends

Latt Obs ~~27:17~~
Long Chron ~~~~

Remarks Saturday 8th

First part light breses from S S E Steering to the S and Eastward Saw one sail in board the land middle part wind light from S E by S ~~~~ lastly employed boiling at 5 finished turned up about 50 Barrells latter part light winds from the S and Eastward the watch employed clearing the decks and Coopering the oil So ends

Latt Obs 25:17
Long Chron 81:26

Remarks Sunday 9th

First part commences and fine weather Same employed bailing out the whales middle part weather Same latter part Saw a Ship Steering to the S and Westward So ends fine weather Ship under all sail Steering W N W by W and S

Latt Obs 25:52
Long Chron 81:20

S/S George Houlang

February 1st A D 1851

Remarks Monday 10th

First part commencies light breezes from SE to SSE Hands employed in Same Latter part got fine Trees from Lyres the Same in readiness employed making Spunyarn and painting the over hul Boats

So ends Specing that are all the main Yard Steamed in the Eye So ends

Lat Obs 22-17 S
Long Chron 84-26 W

Remarks Tuesday 11th

First part Commencies Gen[t] weather Staying Yards & Topmasts and SE employed in S/S Latter part the same got out two Topgallant Studdingsails and one Jeny Topmast Studdings ails Sent them and Set them So ends employed Stowing away Sails in Lazyne

Lat Obs 20-7 S
Long Chron 84-36

Remarks Wednesday 12th

First part Commencies weather Same Lines of Wind & Squalls passing from ESE to SSE the SSE most all Sail in from Topmast and two main Topgallant Studdingsails Set all two on both the Topgallant and Royal Yards in readiness Middle part and weather Same Latter part employed taking down the Main Yard to bend Cabin So ends the weather

Lat Obs 19-18
Long Chron 84-45

Ship George Howland

February 6th 1851

Remarks Thursday 13th

First part commences fine weather
employed repairing the spanker gaff
middle part Some Latter fine weather
and Calm the latter Studding sails fine
weather part Hard gales Steering
as per log

Lat Obs 18° 8'
Long Obs 82° 14'

Remarks Friday 14th

First part commences light airs
Calms & Squalls Employed repairing
Spanker gaff and Mizzen Topmast
Studding sail Boom middle and
Latter part fine weather Came
to with the Starboard anchor in
Ship Island harbour

Lat Obs 18° 48'
Long Obs 90° 4' W

Remarks Saturday 15th

First part commences fine pleasant
weather Steering as per log
at 4 AM the pilot came on board
Steering part Strong gales & Squalls
Latter part very fine weather Came
to with the Starboard anchor in
Ship Island harbour Sent
down Topgallant yard &c

Lat Obs 18° 47'
Long Obs

Ship Geo Hamlin Bound for Sea

February 1st 1851

Remarks Sunday 16th

First part commences fine weather employed
Coopering one cask & repairing Boats Bracing
up Spars and water Middle and last
part light breezes from E by S so ends

Lat Obs 14-34-S
Long Run 93-18-W

Remarks Monday 17th

First part commences light Trade Winds
& Clear W. ship under all Sail with the Spinnaker
Boom Gallant and one Lower Studdingsail Set
Many squalls Middle part and last Settled
pleasant breezes Employed Washing out in
the Hold Bread and Flour Cooperage Spars
and Shaved the pickles of Beef out of the
Casks for water So ends fine weather

Lat Obs 13 13
Long Run 94-38

Remarks Tuesday 18th

First part commences fine breezes from
E by S Course W by N employed
repairing Standing Rigging and Stock head Boats
Boats employed in the Hold middle and
latter part mending Sails employed washing out the Hold
Dive and Coopering the Bread at 12 M Pleasant

Lat Obs 11 40

Remarks Wednesday 19th Long Run 96 40

First part commences fresh breezes from E by N employed washing
out the Hold and part Beef Mixing and
Hatchways to Coopering at Middle
part Some Squalls part employed Painting
Ship on the Boat part The Cooperage
Stocks so ends moderate breezes

Lat Obs 11 04
Long Run 98 44

Ship George Hanlan

February 1st 1851

Remarks Thursday 20th

First part commences with light Breezes from E & E Steering N by W & W by N Employed in Ship duty Middle part ditto and neither Spare Latter part ditto employed Setting up Stays & Bracing the Yards Ship's Company employed Setting up Shrouds & Backstays

Lat Obs 8°37'
Long Chron 100-28

Remarks Friday 21st

First part commences with breezes from E & E Steering N by W & W The watch Employed in Ship's duty The other employed Setting up Shrouds Middle part Hauling on Neither Spare Latter part Employed Setting up Stays and Braces So ends Made Allowance Ds Sunday

Lat Obs 9°01'
Long Chron 100-18

Remarks Saturday 22d

First part commences with Same as last the Steward up in the Main rigging and the Captain gave him a Flogging for Stealing from Boyden him in the presence of the Ship's Company the Cause he alleged him to be a very bad man and not to be trusted any more he was more to have a Vocal of Prayers by the Cooper in the first part of the day the Captain stopped him singing out of the Cabin Middle part Employed with them same Country the Latter part Employed as the Forenoon

Lat Obs 8°05'

Ship George Howland

February A.D. 1851

Remarks Sunday 23rd

First part commences Clear weather Lows
Wind, Middle part pleasant weather Same
Latter part Wind light and baffling from
E to E.S.E. Set Fore, Studdingsails for 4th
Sights Mr. Stewart is Paid and Lives in the
forecastle So ends Closing Sea Smooth with Sun

Lat Obs 4.45
Long Chron 104.48

Remarks Monday 24th

First part Commences with pleasant weather Same
as last part Wind S and S.W.ly with plenty
of Sun Squalls in Studdingsails and Braced up
Middle part light airs and Calm with a Swell
of Sea until 9 AM Squalls Back to E
Comes N.E. & E. Set Studdingsails Latter part fine
weather The watch employed in Ships Duty Same
as last but Saw nothing more
of it So ends fine weather

Lat Obs 4.04
Long Chron 101.32

Remarks Tuesday 25th

First part Commences with weather Lows
the Watch employed in Ships duty Middle
and latter part weather Same and Same
Sights Employed Cleaning and
in the after part Got Sight of Long Island
Made Block Island and many Sail
Ships So ends Saw white Cattle

Lat Obs 3.52
Long Chron 110.24

Ship Geo Howland On the Off Shore Ground

February 27 1851

Remarks Wednesday 26th

First part Commences good weather
employed Steering and keeping
fishing Ground main topsails full
Same Finbacks Middle part Cloudy weather
Same Latter part the Gale employed
fishing the Ingun the Cooper employed
making Bilges Bags for the men
Same Latitude and Longitude

Latt Obs 9:22 S
Longitude 112:38

Remarks Thursday 27th

First part Commences good weather
employed as Yesterday Lying to
one of the main Yards that was
Stranged Middle part and Same Latter
part Squally Cloudy and with rain
Same ends and Same weather Same

Latt Obs 9:16

Remarks Friday 28th

First part Commences Light breezes
from E S E Employed as Yesterday
Middle part
fine weather and moderate from E S E
Latter part and ends weather Same Employed
making Spunyan and fitting Lashings
over a board the Ship So ends Sundry finbacks

Latt Obs 9:02
Long Chron 117:09

Remarks Saturday 1st

First part Commences good weather and Light
from E S E Employed as
on Yesterday Middle part Same Squally with
rain Latter part fine weather Saw Sperm
and one finback So ends Latt Obs
Long Chron

Ship George Skyelund

March A D 1851

Remarks Sunday 2th

First Part Commences light Trade winds very S S E Steering West on Our Black Tack and Sun Set the Crew employed making Repairs Middle part more and Light Trade winds light Saw Sunbacks and Porpoises So ends fine weather

Latt Obs 1.31 S
Long Chron 120:53 W

Remarks Monday 3th

First part Commences moderate Trade winds from E S E Crew employed with Topmast Topgallant and Lower Studdingsails on both Sides Middle and latter parts wind moderate from E S E the watch employed in Ships duty So ends Saw Sunbacks and Porpoises

Latt Obs 0:43 S
Long Chron 122:37

Remarks Tuesday 4th

First part Commences fine pleasant weather Crew employed in Middle part weather Same latter part wind light from S E by E Crew employed Saw Sunbacks and Porpoises So ends

Latt Obs 0:18 S
Long Chron 124:45 W

Remarks Wednesday 5th

First part Commences light Trades from E S E Crew employed in Ships duty Clearing the rigging about the Ship Middle part and Same latter part wind light variable strings and puting on a Cringle Gaskey made and put Ob rope in the Shore Boy the one that was cut Thurs So ends

Latt Obs 1.31
Long Chron 124:54

Ship George Howland

March 1st 1851

Remarks Thursday 6th

First part commences good weather with light breezes from ESE Lows at 8 A.M. & the middle part wind same with light Squalls of rain. Latter part employed Coopering the Oil casks & Stowing down Do ends Seam Respirses

Latt Obs 2:36
Long Obs

Remarks Friday 7th

First part commences wind and weather Same Employed in Ship ing Middle part wind pretty Same Latter part Some Squalls with rain all hands employed Stowing down Oil in the main hatch & ends and Headth.

Latt Obs 3:21
Long Obs

Remarks Saturday 8th

First part Commences weather Same as the preceding Stowing down the Oil Stowed about 5 Barrells Shook back and washed off plenty of rain Middle part weather Same wind Moderate from ESE Lows at 8 A.M. Latter part good weather the Watch employed in Shipping wood

Latt Obs 3:04
Long Obs 124:48

Remarks Sunday 9th

First part Commences with moderate from ESE Smooth water Lows at 8 A.M. & the latter part fresh breezes from ESE & SE ends Same Squalls with rain

Latt Obs 3:46
Long Obs 124:36

Ship George Howland Bound to
March 1st 1851

Remarks Monday 10th

First part commences fresh Breze and
fare Clear Cons, at 8 A.M. the Middle part
Trades Stiff fare Cons at 8 A.M. Latter
part more Steady at 8 P.M. in Mayn Royal
Yard Set Studding Sail P.M. ends The watch
employed making Sail

Lat Obs 8°19
Long Chron 132-54

Remarks Tuesday 11th

First part commences Stiff fare Cons
at 8 A.M. the Middle part more Moderate
and Cloudy at 8 P.M. Set Studding Sail
Mayn Royal Yard Set Top Gallant
Sail Set Flying Jib ends Trades Stiff fare
at 8 A.M.

Lat Obs 10-10
Long Chron 135-48

Remarks Wednesday 12th

First part commences with fine weather
and Stiff Steering at 8 A.M. Sail
made more Moderate and Cloudy
at 8 P.M. Steering Sail Mayn Yard
Stiff Breze fare Cons at 8 A.M. Set
in the Fly Gibb Boom the Trades Set
Steering Sail Latter part Stiff Trades

Lat Obs 11-49
Long Chron 139-33

The Sandwich Islands

March A.D. 1851

Remarks Thursday 13th

First part Commences with strong gales from ESE Course ESE by the log at 6 Squally look out for Waterspouts. Middle part ditto & Employed Reefing the Fore and Main Sails Middle Courses Squally with a strong Gale Latter part ditto & Employed mending Mainsail Standingsail

Latt Obs 14-18
Long Chron 142-11

Remarks Friday 14th

First part Commences strong Gales & squally Course ESE by E Course ESE by E Middle part ditto & Employed Reefing Sails Latter part Courses ESE & ESE by E & ends Fresh Gales & Squally

Latt Obs 15 08
Long Chron 145-45

Remarks Saturday 15th

First part Commences Fresh Gales & Squally Course ESE by E Steering ESE by E Middle part ditto & Employed in Sails Latter part ditto & Employed Reefing Mainsail Middle part ditto & Employed Reefing Mainsail & Foresail Standingsails and ESE by E Latter part ditto and weather Same as Middle employed in Sails ditto

Latt Obs 17-46
Long Chron 14-8-41

Remarks Sunday 16th

First part Commences Fresh gales & squally ESE by E & ESE Middle part ditto & weather Same Latter part ditto & Employed Sails ditto

Latt Obs 19-00
Long Chron 1-52-92

Ship George Howland

March 1st 1861

Remarks Monday 11th

First part Commences with pleasant weather with Strong Breezes from N.E. by E. Steering S.W. by S. & S.S.W. at the Gauge during the forepart Shortening sail began to look for Pilots and Lower Studdingsails and Main Royal at 6 took in Topgallantsails & Jibs and got the Gibb boys under Weigh for Pilot Squall with rain at 5 in the morning saw the Light at Gunbridge Bearing W. by N. distance 10 miles Passed the Ship & Thames heading along with the Land Latter part all hands employed bending the Chains and getting anchors off the Bow at 4 past 9 took a Pilot at 4 past 11 came to anchor in Byrons Bay in 6 fathoms of water Sounds

Remarks Tuesday 12th

First part Commences pleasant all Sail in Company with Whale Ships one Merchant Ship one United States Brig in Company all hands employed Cleaning Starboard Side of Ship & Painting Ship Latter part Muddy Sank Sent a Boat on Shore in the water Boat it Going to and fro Landing Men and Provisions Sent down Top Gallant Masts and Studding Sail Booms for Painting Ship

Remarks Wednesday 13th

First part Commences rainy and squally with fresh breezes from S.W. to W. The Captain got some Potatoes and Fresh Beef Middle part Light weather more moderate at 4 past 12 two of the Boats Crews that was employed with one of the watches with 3 Jones mast hands took the Barn Boat Oars and Sail and Compass and Provisions the Ship at 4 past 1 Discovered the boat upon the Captains Sent two Pilot and two Fishermen in two of the Boats to look for them one went around the S. Side of the Island and the other to the Southward Like wise Sent down to Marshee to have them taken up if they come that Night Upon

Ship George Howland In Port

March 1st 1851

Remarks Wednesday 19th

Wednesday Continued The names of the 5 Tyrrellers is

Ship Geo Howland In Byrons Bay
March A D 1851

Remarks Saturday 22th

First part commences good weather with a moderate breese from S E Employed the Crew to day at 1 bringing a raft of water employed stowing down water got 3 up got the raft a long side and took it in to day got off a bout 20 barrells Middle part same Latter part good weather Employed Stowing down water So ends

Remarks Sunday 23th

First part commences weather same got off a nother raft of water which makes about 300 barrells Middle and Latter parts good weather to day Sent one watch on Shore on liberty to day the Ship Saint George and Ship Lean came in So ends

Remarks Monday 24th

First part commences fine weather Today heard from our Boat that deserted by a small vessel that came from the other Side of the Island The Boat Boarded her and wanted they Should take them to Honolulu Middle part same Latter part not much ___ one watch on liberty the other watch employed to work on board Painted the Ships Bends on one side got bent the new main topgallantsail and bent the old one So ends

Ship George Howland

March A.D. 1841

Remarks Tuesday 25th

First part commences with wether
one watch on Deck the other watch on
Deck employed in Ships duty Middle part
Rainy weather Latter part wether thick
Some Sent the watch aside on Liberty
So ends Rainy weather

Remarks Wednesday 26th

First part commences with Middle watch
Same Middle and latter parts Same
as watch on Liberty the other watch getting
Ship ready for Sea So ends

Remarks Thursday 27th

First part commences with Middle
at Employed the watch on Liberty Gone all
Middle part Rainy Latter part the Small
until 7 Oclock A.M. Got our Gun Boat
ready and this morning Left Anchor So the
Ship Called of New Bedford last Season
as he has Broke one of his anchors
Employed getting off Sweet Potatoes took on
board 20 Barrels and 20 Bunches
So ends

Ship George Newland

March A D 1851

Remarks Friday 28th

First part commences good weather Employed Stowing water below at 1 Sent 8 Casque on and off-shore filling up water at 3 took them on board any Stores I away the mon are off duty for Sea this after noon Saw a sail from our Boat that they gone Sailor with and came Liming a round with the Boat and men after Chance Capt Commett has offered $200 dollars for the Boat and men Middle and latter part rainy moderate weather Employed making a lee sail to and

Remarks Saturday 29th

First part commences weather same Ship at sea pr Sea Middle part rainy boisterous winds at daylight brought all hands and set the Ship under Lay with a moderate breeze from S W Set the Light on Our Lee bows Lashed hammocks & got out Side of the quarter Boat Put the Boats on heft to them at 7 A M Pilot left So ends two boats a lee towing & heaving off Shore

Remarks Sunday 30th

First part commences with calm and fine at 1 got the Trade winds from S E Stood to the S and Eastward until 8 P M tacked Ship and stood in Light to the S E Point at 12 P M the Ship was running on the W Side of the Island at Sunset took in the light Sails and Single reefed Fore and Main Topsails took in the mainsail gibbed at 1 Middle part at 4 hauled to the wind by the Ship at 8 more Ship any Stood in at 3 Stood off & on Stood in again at Daylight made sail and run in for the S E Point of Anegada

Ship George Howland

March 1851

Remarks Sunday 30th

Strong Gales and Squalls first part at 7 Chose in for the Land on the S W Side of the Isthmus of Panama at 11 Came a Breast a Small village at 11 Came a Breast many of our Boats Lay[illegible] near by and when they Landed they Stove the Boat to Bits and Broke up the Canoe, but did not Injure any one the Place by the name Tregabaha a Good Harbor for Ships and fine weather with a light Sea Breez from S W

Monday 31st

First part Commences with Strong Gales Came to Anchor in Tregabaha at 3 Came to Anchor in 5 Fathoms of Water fine Sandy Ground at 5 Came on Shore some of our Boys to get a Turtle there about 30 with one We after we had many Hours Escape got a Boat Ran off Provisions and Went after them Middle part Moderate Latter part Some Squalls Employed Ship and Side got 6 Barrells of Fish Boatsteerers and Cook Employed on Board fine weather

Remarks Tuesday 1st

First part Commences Fine weather Employed Hunting Ship Painting and Boatsteerers Some Employed Painting Ship and Some Employed in getting Wood and Water for the Boat fine weather

Ship George Shanklin

at Sea the 1st of June 1851

Remarks Wednesday 2d

First part fine weather employed painting ship got boat in and brought 5 of our men that were away in the boat at last sight of Sperm Oil in large bundle part of 8 got under way with a light breeze from the SE and Eastward Shot away for Otaheite at 10 those gotten up main Stay Sail and remainder of the night employed by the watch those getting Royals Stay Sails and Jibs Hauled at daylight more and less wind in between Rain and Squalls part of 9 got out of the Trade wind in to light baffling winds and calms Squalls light airs and calm

Remarks Thursday 3d

First part fine weather light winds working to the Northward and Eastward part fine light and baffling airs Latter part employed in painting ship Cast Commodore Nutt a Shave to Ship Sun rises and sets bright and clear Lat by Obs 9 Long by Chron 140 Lat 9 Long 140 Middle and latter part Moderate Trades and fine weather

Remarks Friday 4th

First part Commences fine weather with light airs from the Westward at 8 AM the Captain Second Officer and one Boat Steerer came on board he had been off to a Whaling Ship Lying off and on at 3 PM Commenced a fine breeze all Sail and Steering East part of the 24 hours Passage between Nuka and Mowee Middle part at 8 PM the first part & part of a Strong breeze Boat Steerer gone down Found a Ship Lying off the Anchorage Latter part Moderate & fine weather Employed Painting Ship Cleaning Decks Received Letters from one Ship Lying in Bay Ship Sea Horse put out to sea to have out boat hunting Whales

Sandwich Islands

April A D 1851

Sunday Evening Capt made an effort to get out the pumps but it was not successful. Middle part Continues moderate Latter part often squally in gusts & that we suspected of being one of the Ships running it proved to be the Carbine Boy he soon was persuaded one huge by Jem

The Spanish ship was one that remained in our Port and was Capt Capt Samuel Pynsher from Liverpool ~~[illegible]~~ the ~~[illegible]~~ the watch employed in Ships duty &c and is Calm

Remarks Saturday 5th

First [illegible] in moorings Calm at the last the Strange winds from ESE Steering W by S or Wsw in the Evening Shortening Sail at 5 o'clock up with Spanish Barque & one Ship in sight the Barque in by the Sandwich Islands in moor Royals & Jibs & the Ships at anchor about the Ships both the Spanish & my Capt Commodore Hoisting Flags & Pennants & a Band of Music just gone the wheel and when the Ship was in by the wind and about ready to moor Veering at the Cable & got out one Bower & the Sun a Setting Furled all the Sails & made every fast the ship by Heaving water and filling & Bridge ahead of the Stern but it being by water when the Sun on any Sailing Boats or Ships yet not back off when one Jenny that the Boys was Lying by Clues of the Sails &c. under them Ship Ships Lights out on the Capstan & yeoman may be by water given out Light Lamps after every Middle part Spy watches, employed Lighted over the Gangways the Captain has been up & down & a deal by Going out on the Morning to Leeward Sailing part all hands employed Quarter Bills & Fire Arms of the Ships Crew in the Larboard watch the Ships Log Lighted the Ship by Standing under and furling the Sails on on both of the Mast

Ship George Hamlyn

April 4th 1851

Remarks Sunday 3d

First part Commences, weather good off
Pagos with a boat 25 men employed variously
and some from the Ship employed lightening
the Ship - by starting water, tamy hoisting
out Cargo, Pumps and putting them on board
after lighter. This morning before lightening
the Ship took the best Bower anchor with 90
fathoms Cable and Hauser a boat 150 fathoms long and
a Stern and led the Hauser from the Stern
first then to the main this and have pretty taught
Sea Gipsy Steamer that was Stopped at Mauritius
this morning at 8 o'clock Commenced heaving on
the Hauser as the tide rose at 1 past 8 She went
off Finely as ever Slipped the Hauser and made
Sail on the Ship and came to anchor on the
out side of the reef. We sent down top mast
She is in general. besides the Steamer that came
off from the Sea Gipsy Steamer Pilot
Ship Bridle foot Boatswain Sailmaker Ships
Stores Shipping the Pagos the anchor Cable &c
&c on the Ship Pagos &c &c
Employed during the Small anchor with the Barge
Crew &c &c

Remarks Monday 7th

First part Commences Pretty Breezes to Storm
to get in the Stores &c by the Ship Steamer
Crew left Pagos with the anchor which proved to
be foul and set Cable next Topsail Gale and
Gale again Steamer Pinky left Pagos off and
on at Sailing part of the Day left Pagos off
to Sea to us in Check out the reefs and
Sail the Vessel at 4 past 4 got into and
moored the Ship with the Barge astern
Light Airs Boats with a Stern and 6 men
to get the anchor and hawsers that we left
to Sea and the Hauser repairing Carpenter
Sea water

P Ship Sea Flower

April 1st 1851

Remarks Tuesday 8th

First part commences fine weather employed getting ship ready to take back our provisions and fill water. So day the right pilot came aboard to look at her bottom found that it was not proper but a very little more paint would put her to rights. Employed all day getting the ship ready for sea. Got all our provisions and took them on board. So ends all hands employed getting the provisions on board

Remarks Wednesday 9th

First part moderate and fine weather employed getting the provisions on board. Then began stowing it away in the after hold at sunset got all the provisions on board the ship and secured them for sea. Finished stowing away provisions and shipped 2 hogsheads of water. So ends fine weather. Employed getting up the anchor and at 8 AM weighed and made sail down the river. Pilot left us at 12 AM. Light breezes and fine weather. So ends

Remarks Thursday 10th

First part commences fine weather employed stowing away provisions and getting ship ready for sea. Got under way at 8 AM with the pilot on board. Came to anchor at 12 AM. Pilot left us. Then got under way and proceeded down the river. Then came to anchor at 4 PM. Then got under way and proceeded down the river. Then came to anchor at 8 PM. So ends fine weather

Ship Geo Howland Master

Remarks Friday 11th

First part commences fine weather finishd
filling off water gang employed stowing down all
but yeoman & cook Middle part moderate Latter
part same finishd stowing down the water
& sent down weather all hands employed
in ship duty getting the Ship ready for Sea

Remarks Saturday 12th

First part weather Same employed getting
the Ship ready for Sea the last Evening left
my Chief Boat and Crew Sister ship Hope Ship
all ready for Sea Middle part Strong Gales and
Squalls of Rain Morning the Cabins Gang
aboard the Ship Lay Steaming a Ships Length
was Drop Anchor in any part for the part Latter
part Light Airs & Calms all hands employed
Ship at 8 PM Light came on board the Pilot
we had got the Ship under way and put
out the Pilot left Ship Employed all Night Steering
to the Sand westward clear the land all hands
employed steering watch to watch

Remarks Sunday 13th

First part Gives Strong Gales Squalls Rain & Sea
Steering by the Compass Lying the Ship
under Storm Staysail Main Trysail Middle part
Gales Rain & Sea Latter part Same Lat
by Log & Chron Ship Lying to under Storm Sails
& Trysail

Left Ship
Lying there

Thos George Hanlan

April 6th 1881

Remarks Monday 11th

First part commences fine weather
part Showy Trades part Some dynamite
with again latter part weather foggy Cloudy
Unmoored employed painting Boats and
cleaning gums &c &c

Left Obs
Log Chron

Remarks Tuesday 12th

First part Commences fine weather
employed getting boats out painting
Middle part Showy Trades part Some
Dynamite with rainy Cloudy &c &c
Latter part weather fine employed
Getting a new line in the bow of
one Boat was used up &c &c

Left Obs 2.50
Log Chron 12.50

Remarks Wednesday 13th

First part Commences very weather
employed Getting over the Gunnes
with Boats &c &c Middle part Latter part
fine weather employed fitting a new Mast Boat
and cleaning guns &c &c

Left Obs 2.40
Log Chron 12.40

Remarks Thursday 14th

First part fine weather Cloudy Showers part dynamite
part Rained out the rest part employed Cleaning
Up Cabin Middle part Latter part dynamite Trades
Heavy Cloudy Steering Wages &c employed fitting a new Boat &c &c

Left Obs Log Chron

Ship George Howland

April A D 1851

Remarks Friday 18th

First part commences fine weather with light
Trades from E & E by N Set the
Boy Boat out on the Grounds Employed
Employed Cutting up Sperm and
Spindle Whale and Mending Sails
part Clear Weather Same Latt
part Clear Weather employed fitting Starboard
Main Stage on the Starboard Side the Officers
Smith Mending Boat Irons and Fastening for the
Larboard Quarter ends Steady Trades from E by E

Latt Obs 2 S
Long Chron 174-48

Remarks Saturday 19th

First part Commences Clear weather
the Carpenter employed in Ships Duty Comes Variable
Middle and Latter parts Steady Trades from
E by E & E and Weather Same

Latt Obs 28-01 S
Long Chron 177-07 W

Remarks Sunday 20th

First part Commences Steady Trades from
E by E the Watch employed in Ships Duty Comes Variable
Middle and Latter parts and and Weather Same

Latt Obs 28 S

Remarks Monday 21st Long Chron 178-39 E

First part Commences Fine Weather
Middle part Steady Trades with moderate
Squalls of Rain Latter part more
moderate Sent down the Larboard
Quarter Boat to repair Ends and and Weather

Latt Obs 28-07 S
Long Chron 175-19 E

Ship George Henderson

April 1st 1851

Remarks Tuesday 22d

First part Commences weather good with a Strong breez from E & E Cours Middle part the Sent the mean Speed 6 Knots and bent A Middle part Cours Light & Strong breez and Some Heavy Sailes Last weather mostly Same Steering more to the Southward &c and

Lat Obs 24:50 S
Long Chron 172:23 E

Remarks 23d

First part Commences Good weather Steering E by S & and E & E in the forepart Squalley in Bay Middle part weather Same Latter part more moderate and from E & E & as the watch completed in Ship Run Run new Boys and mean Noticed Bases 5 Knots

Lat Obs 27:36
Long Chron 170:54

Remarks Thursday 24th

First part Commences Fine weather with a light breez from E & E & at 8h the watch Employed washing Skinning Middle part Moderate Latter part with Squalls very light Last Comm. the from Noticed the mizzle Stitch and repairing Some Sails mind and weather Same

Lat Obs 28:24
Long Chron 167:23
Inn

Ship George Howland

April A.D. 1851

Remarks Friday 25th

First part commences with moderate
& light breezes from SE & Steering ESE by the
watch employed getting the Bowsprit &c & finished
at 4 and sent the Middle part moderate
Ship steering as by the aged Latter part
more fresh Steering & trimming sails
Employed as during the forepart Shortened
Sail as occasion required

Lat Obs 28 08 "
Long from Noon

Remarks Saturday 26th

First part commences with moderate
with a light breeze from SSE & Cons as per log
employed the forepart employed getting the
Boat & Stern Latter part more light breezes
from S & Stern Latter part more Gentle &
Hazy with Rain breezes Employed
Steering as per Log & getting it on
the Boat & Cons Ship as before

Lat Obs 33 33
Long Chron 167.50

Remarks Sunday 27th 1851

First part commences with breezy
& fine Ship steering as per log &
at 8 came to the Eastward with main
topsail & gave from at 9 the pilot
was by the ship pilot left Ship
bore northerly with a heavy breeze Employed
as per log & Shortening Sail
Latter part more Moderate & Steering
as per log & Shortening Sail

Lat Obs 32-39 N
Long Chron 185-24 E

Ship George Howland

of NB 1851 Spril

Remarks Monday 28

First part commences with
fine Breezes & Steering SSW the same Courses
& Distance as per Observation
Middle part Strong Breezes
with heavy Squalls of Rain
Latter part fine Weather
Course & Distance as per Observation
First Boat and Sent down the
Royal yard & Mizen Royal yard
Down

Latt Obs 34°
Long Obsn

Remarks Wednesday 30th

First part commences with
the Breezes & the Steering as per Log
Middle part Strong Breezes
& Squally with Rain
Latter part Strong Breezes
& Clear Weather

Latt Obs 38-15

Ship Geo Hawkins — Bound For
[illegible] May 1st 1851

Remarks Thursday 1st

First part commences strong gales from the S & SW with heavy squalls & rain & Ship under double reefed topsails & fore sail Steering S by the mid reading Lat 6 hrs 5 miles Double reefed topsails & mizen Course Middle part more moderate topsails & main Top gallant sail Latter part more moderate & Ship steering SW by the Steering Courses

Lat Obs 40-52
Long Chron 187-22

Remarks Friday 2d

First part commences gales from SW & W & high sea Ship pitching & labouring Double reefed topsails Middle part Steering Courses and some Sqauls at 2 took in mainsail and Gibb Latter part more moderate Gibb and mainsail Set

Lat Obs 42-38
Long Chron 190 or

Remarks Saturday 3d

First part commences Steering Courses fore from SW by S Steering by the mid Steering SW by W Middle part moderating and hauled aboard the Courses light airs Latter part Expecting a N Norn E Gale or better good weather Ends Same [illegible]

Lat Obs
Long Chron 4[illegible]

Remarks Sunday 4th

First part commences wind Veering from E Ship under Sail Lights & fine & Stock took in light Sails at 2 Single reefed Stock Course West Middle part Calmes Some at 8 took in gibb Sprung at 12 took in Spanish Steering W with Some Latter part at 6 took in Jib & Spanish and Steering W by the Mid with Strong Gales Weather

Bearings of land

May A.D 1851

Remarks Monday 5th

First part commences stormy bad weather at 1 set close reef Fore Topsail and mainsail latter more moderate wind observed at 5 set double reef Topsails Gibb Spencer Moderating middle part moderate breezes from ESE steering by the wind heavy head sea at times all sail Latter part more light from ESE Sent down main Royalmast and yard Sam Finished Do ends cloudy weather

Remarks Tuesday 6th

First part commences fresh weather & more light from ESE shortened sail at 1 Sam as Rite Whale Gravesend bore light Harbour Great Stuck Pilot came on board Discharged the Pilot at the same time the Ship struck Whale went off with the tide gave three cheers with out Answer at 4 Boats came down Made fast gentle breeze from ESE steering NEbN Latter part more light Sam

Gravesend 5 miles

Latt Obs 51 38
Long Chron 1 E 9

Remarks Wednesday 7th

First part commences fine weather with light airs from the Southward sometimes light airs and Calm Middle part more from the Eastward ESE NE light squalls of Snow Latter part more Cloudy at the yard Shortened in the yard Sail

Latt Obs
Long Chron

Ship George Howland On The
May A.D. 1851

Remarks Thursday 8th

First part commences weather fine with light Squalls of Snow and Rain Crossed the Hyd Steering to the Eastward Nothing in Sight Middle and latter parts moderate Same

Lat Obs 49-10
Long Obs

Remarks Friday 9th

First part commences Strong breezes from ESE Ship hove to off Heath Town Ice Board to Leeward at 1 got Ship under way & made sail at 2 commenced cutting Ice Left at three finished first Ice, then hove off as Ice was considerable Latter part all hands employed stowing the Blubber on Deck and cutting it up as the Oil runs and if Employed Boiling So end Same Squally with Snow

Lat Obs 50-30
Long Obs 157-14

Remarks Saturday 10th

First part Commences moderate weather with Snow at 2 P.M. Employed Boiling &c. Middle part weather Same Latter part Same Squally with Snow and Rain So end

Lat Obs 51-30
Long Obs 157-33

Remarks Sunday 11th

First part Commences moderate breezes from the ESE Employed boiling at 3 Sam Rite whales Taken the boats up to the Ship to commence cutting Middle part Light airs & Calms Employed cutting at 11 finished boiling out the whole Engaged up & Got in the Blubber Latter part weather Same So ends

Lat Obs 49 18
Long 157-20

Coast of Kamtschatka

May 1st 1850

Remarks Monday 12th

First part commences with fresh
wind from the ESE and Westward Shore on the ESE
Side having ESE & ESE & wind Sandy Cape to
the SSW & Head Land at 1 Mile to the ESE and Eastward
Latter part with fresh wind Same employ beating
up on the after Tack when wind Shifts and Clear
with Some Squalls of Snow Shifts & ones
with Bit Kamschatka well in Sight Lat Obs 52 0

Long Chron

Remarks Tuesday 13th

First part Commences with
light winds from the ESE and ESE with the
ESE Entrance Mountains Bearing from
Compass One Leagues Mile Last
Shift Standing to the ESE and Westward many
Tacks & Separate Latter part with fresh Gales
and Squally Weather with Snow Squalls
So ends Nothing more to Note

Lat Obs 54 51
Long Chron 164 02

Remarks Wednesday 14th

First part Commences with Gales
with a Heavy Sea from ESE Standing to the
wind to the ESE & ESE on Starboard Tack
having ESE & ESE wind Coming to the ESE Shore
part heaving ESE & ESE wind ESE Standing in
to the Land off the Shore Latter part the
Gales being more to the ESE and Eastward are Fair
in Sight of the Land Shift more from ESE to
SSE having ESE fine weather most part
So ends this Latter

Lat Obs 54 51
Long Chron 164 47

Ship George Howland

May 1st 1851

Remarks Thursday 15th

First part commences fine pleasant weather
wind light from SW the Steamer Ly Ann
& the Ship Eastern at 5 West Point off Bonings
Island bearing SW distance 16 miles Middle
part gentle breezes from SW to the Bonings Island
off Starboard bearing Latter part fresh breezes steering
by the wind to the SW the Ship Swift in the
Sound & the Steamer Keets Sick & Lame

Left Ch
Long Cham

Remarks Friday 16th

First part commences fine weather wind
moderating away Middle part do the wind
light away and breeze up from SW to SW
& Latter part gently breezes from do at 5 past
11 Saw a Right whale, lower 3 boats pursuing
the Boat Struck Captain Long Struck Iron
pursuing on to dance him he Struck the Starboard
Fast & they has fast & pierced with the Gun
the Whale Sounded went off with the whale Starting
Line but soon stopped the whale Struck her
Tail & Fluked them up the whale went
off a Slow rapidly Captain after loosing the
Gun went to the whale but he went down and up
under water and sunk before the boat got
fast Second pursuing up Seven boats

Left Ch

Remarks Saturday 17th

First part commences moderate breezes
from SSW & at 1 got the boats keeped up
Last one Lyre 5 days and one hours first
the Ship off NW and commenced cruising but
little part Middle Latter part Some
the distance one league employed repairing the upper
part Second upper Gunwale in the Starboard
at 5 hours 45 Second Boats made

Left Ch

In the Sam Schalkin Sea

May 1852

Remarks Sunday 16th

First part Commences with moderate breezes & pleasant weather Steering SE by E & SE by E at 6 P.M. took in Royals & Flying Jib set Top Gallant Sails Steering SE by E at 8 P.M. Saw Gr. Swallow Pt. Light House bearing NW by W distant 8 or 9 Leagues Steering SE by E at 12 P.M. Saw Light House bearing NW by W distant 12 or 13 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 15 or 16 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 18 or 19 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 20 or 21 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 23 or 24 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 25 or 26 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 27 or 28 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 29 or 30 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 31 or 32 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 33 or 34 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 35 or 36 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 37 or 38 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 39 or 40 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 41 or 42 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 43 or 44 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 45 or 46 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 47 or 48 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 49 or 50 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 51 or 52 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 53 or 54 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 55 or 56 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 57 or 58 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 59 or 60 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 61 or 62 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 63 or 64 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 65 or 66 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 67 or 68 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 69 or 70 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 71 or 72 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 73 or 74 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 75 or 76 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 77 or 78 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 79 or 80 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 81 or 82 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 83 or 84 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 85 or 86 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 87 or 88 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 89 or 90 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 91 or 92 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 93 or 94 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 95 or 96 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 97 or 98 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 99 or 100 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 101 or 102 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 103 or 104 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 105 or 106 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 107 or 108 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 109 or 110 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 111 or 112 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 113 or 114 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 115 or 116 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 117 or 118 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 119 or 120 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 121 or 122 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 123 or 124 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 125 or 126 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 127 or 128 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 129 or 130 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 131 or 132 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 133 or 134 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 135 or 136 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 137 or 138 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 139 or 140 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 141 or 142 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 143 or 144 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 145 or 146 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 147 or 148 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 149 or 150 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 151 or 152 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 153 or 154 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 155 or 156 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 157 or 158 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 159 or 160 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 161 or 162 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 163 or 164 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 165 or 166 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 167 or 168 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 169 or 170 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 171 or 172 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 173 or 174 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 175 or 176 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 177 or 178 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 179 or 180 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 181 or 182 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 183 or 184 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 185 or 186 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 187 or 188 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 189 or 190 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 191 or 192 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 193 or 194 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 195 or 196 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 197 or 198 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 199 or 200 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 201 or 202 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 203 or 204 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 205 or 206 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 207 or 208 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 209 or 210 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 211 or 212 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 213 or 214 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 215 or 216 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 217 or 218 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 219 or 220 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 221 or 222 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 223 or 224 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 225 or 226 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 227 or 228 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 229 or 230 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 231 or 232 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 233 or 234 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 235 or 236 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 237 or 238 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 239 or 240 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 241 or 242 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 243 or 244 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 245 or 246 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 247 or 248 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 249 or 250 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 251 or 252 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 253 or 254 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 255 or 256 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 257 or 258 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 259 or 260 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 261 or 262 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 263 or 264 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 265 or 266 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 267 or 268 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 269 or 270 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 271 or 272 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 273 or 274 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 275 or 276 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 277 or 278 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 279 or 280 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 281 or 282 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 283 or 284 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 285 or 286 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 287 or 288 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 289 or 290 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 291 or 292 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 293 or 294 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 295 or 296 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 297 or 298 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 299 or 300 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 301 or 302 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 303 or 304 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 305 or 306 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 307 or 308 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 309 or 310 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 311 or 312 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 313 or 314 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 315 or 316 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 317 or 318 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 319 or 320 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 321 or 322 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 323 or 324 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 325 or 326 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 327 or 328 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 329 or 330 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 331 or 332 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 333 or 334 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 335 or 336 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 337 or 338 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 339 or 340 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 341 or 342 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 343 or 344 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 345 or 346 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 347 or 348 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 349 or 350 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 351 or 352 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 353 or 354 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 355 or 356 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 357 or 358 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 359 or 360 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 361 or 362 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 363 or 364 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 365 or 366 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 367 or 368 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 369 or 370 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 371 or 372 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 373 or 374 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 375 or 376 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 377 or 378 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 379 or 380 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 381 or 382 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 383 or 384 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 385 or 386 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 387 or 388 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 389 or 390 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 391 or 392 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 393 or 394 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 395 or 396 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 397 or 398 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 399 or 400 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 401 or 402 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 403 or 404 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 405 or 406 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 407 or 408 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 409 or 410 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 411 or 412 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 413 or 414 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 415 or 416 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 417 or 418 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 419 or 420 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 421 or 422 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 423 or 424 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 425 or 426 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 427 or 428 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 429 or 430 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 431 or 432 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 433 or 434 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 435 or 436 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 437 or 438 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 439 or 440 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 441 or 442 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 443 or 444 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 445 or 446 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 447 or 448 Leagues Steering SE by E at 4 A.M. 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Saw Light House bearing NW by W distant 493 or 494 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 495 or 496 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 497 or 498 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 499 or 500 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 501 or 502 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 503 or 504 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 505 or 506 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 507 or 508 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 509 or 510 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 511 or 512 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 513 or 514 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 515 or 516 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 517 or 518 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 519 or 520 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 521 or 522 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 523 or 524 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 525 or 526 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 527 or 528 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 529 or 530 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 531 or 532 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 533 or 534 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 535 or 536 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 537 or 538 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 539 or 540 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 541 or 542 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 543 or 544 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 545 or 546 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 547 or 548 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 549 or 550 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 551 or 552 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 553 or 554 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 555 or 556 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 557 or 558 Leagues Steering SE by E at 8 A.M. 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Saw Light House bearing NW by W distant 581 or 582 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 583 or 584 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 585 or 586 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 587 or 588 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 589 or 590 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 591 or 592 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 593 or 594 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 595 or 596 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 597 or 598 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 599 or 600 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 601 or 602 Leagues Steering SE by E at 12 A.M. 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Saw Light House bearing NW by W distant 647 or 648 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 649 or 650 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 651 or 652 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 653 or 654 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 655 or 656 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 657 or 658 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 659 or 660 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 661 or 662 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 663 or 664 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 665 or 666 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 667 or 668 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 669 or 670 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 671 or 672 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 673 or 674 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 675 or 676 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 677 or 678 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 679 or 680 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 681 or 682 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 683 or 684 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 685 or 686 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 687 or 688 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 689 or 690 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 691 or 692 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 693 or 694 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 695 or 696 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 697 or 698 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 699 or 700 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 701 or 702 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 703 or 704 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 705 or 706 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 707 or 708 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 709 or 710 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 711 or 712 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 713 or 714 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 715 or 716 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 717 or 718 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 719 or 720 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 721 or 722 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 723 or 724 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 725 or 726 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 727 or 728 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 729 or 730 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 731 or 732 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 733 or 734 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 735 or 736 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 737 or 738 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 739 or 740 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 741 or 742 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 743 or 744 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 745 or 746 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 747 or 748 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 749 or 750 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 751 or 752 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 753 or 754 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 755 or 756 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 757 or 758 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 759 or 760 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 761 or 762 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 763 or 764 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 765 or 766 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 767 or 768 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 769 or 770 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 771 or 772 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 773 or 774 Leagues Steering SE by E at 8 A.M. Saw Light House bearing NW by W distant 775 or 776 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 777 or 778 Leagues Steering SE by E at 4 P.M. Saw Light House bearing NW by W distant 779 or 780 Leagues Steering SE by E at 8 P.M. Saw Light House bearing NW by W distant 781 or 782 Leagues Steering SE by E at 12 A.M. Saw Light House bearing NW by W distant 783 or 784 Leagues Steering SE by E at 4 A.M. Saw Light House bearing NW by W distant 785 or 786 Leagues Steering SE by E at 8 A.M. Sa

Ship George Newland

of Hay of 1851

Remarks Wednesday 21st

First part Commences Stormy head weather with a high sea running & Ship laboring & pitching very much, Middle part more moderate and clear Ends with a thick fog & Middle part & more part heavy rain & Squalls and light airs Ends

Latter part Squally with Some Rain & Squalls and light Airs Thick fog & Ends

at 8 P.M. Set Gaff Jib & Spanker

of No Obs

Remarks Thursday 22d

First part Commences Thick weather, Sailing & Ship heaving & pitching at 1 Passed Ship heaving & pitching Bearing on Same Course Middle part after 1 Commences moderating Stormy Head weather with rain and Snow Latter part at 1 P.M. Cleared away & Set Foresail & Jib & Set Gaff Topsail & Set Mainsail & Foresail & Set Gaff & Set Light Airs from East & Ends

of No Obs

Remarks Friday 23d

First part Commences with a light breeze from East & Ship heaving & pitching very much Head Sea and Causes Thick fog at 8 Commences get 55 Fathoms of water & Sounded Ship heaving & pitching & Hauled Set at 8 Set in a rolling Sea & Set Gaff Topsail & Set Mainsail & Foresail & Set Gaff & Set Light Airs from East & Ends

of No Obs

Ship George Howland

May 1st 1851

Remarks Saturday 24th

First part commences with a moderate breeze from ESE with Stormy Head weather at 4 PM saw San Clara bearing ESE by SE the distance 20 miles and saw Santa Catalina Island Middle part moderate Latter part same with thick weather so ends

Remarks Sunday 25th

First part commences Thick Foggy Snowy rainy & nasty weather Standing in Shore under all sail with Topsails Courses Gib Flying jib rainy squalls from ESE to E Middle part and part ESE with snow and rainy weather Latter part light airs and calm with a thick fog so ends nothing in Sight

Remarks Monday 26th

First part commences moderate thick foggy weather at 1 AM heard the Surf at 3 AM saw the land & the Island Santa Catalina ESE Middle part Stormy Edges at 1 PM Shot Eyedent Rocks Sea Otter Bay the Ice in our way made a signal to the Ship Stormy PM Shot Eyedent Rocks Sea Otter Bay did not speak her Latter part very rainy Stormy Squally with heavy Sea Ship Pitching & Rolling very much Saw Santa Catalina Island Middle part Ice & Rocky part Saw Island to the Southward Saw Santa Barbara

Latt Obs 34°44
Long Chron 119°49

Ship George Howland

May 6th 1851

Remarks Tuesday 27th

First part Ensmgreses and weather one Sail in Sight Steering to the S and Eastward by the wind with a moderate Pole Sail breeze Shot under Reefd mains'l & Jib Saw the other Ships boats down after whales at 1/2 past 9 Lowerd 3 of our boats after the same whales with out success whales went off to Windward at 1 Took up boats & more moderate plenty of Ice in Sight to the S and Eastward Standing in Shore and off Latter part calm with some snow plenty of Ice in Sight to the So and S

Lat Obs

Long Chron 176° 18'

Remarks Wednesday 28th

First part Ensmgreses light airs from the E'ward and Westward Steering E by S with land in Sight off Starboard beam fine weather but no whales Middle part weather Same Steering E by S Latter part Steering E by S with very light airs from the E'ward & Variable Steering from the E'ward to many parts So and S Land in Sight off Starboard beam

Lat Obs 61-35 S

Remarks Thursday 29th

First part Ensmgreses moderate weather & pleasant Steering down for the Land & Pole Sail breeze & Cloudy one Sail in Sight standing to the Northward Lowerd 3 boats Last part fine weather Ensmgreses Steering down for the Land Pole Sail breeze & Cloudy Middle part light airs and calm Latter part Same Employed repairing boat So and S moderate weather

Lat Obs 61-54

Long Chron

Ship George Moulan

" May 1st 1851

Remarks Friday 30th

First part commences light airs and calm
Employed painting the boat & sails in the
Middle part moderate & fine Steering as per
Log Latter part light airs & fine
Saw the Isle of Sage Bore S.W. by W. distance
about 15 miles from the Land
Cape Jolimo in Sight Sam Blowing as per
Log Do ends Strong weather

Saturday 31st

Remarks Saturday 31st

First part commences with a gentle
breeze Steering as per Log Middle
& latter part Strong weather with snow
squalls with moderate seas Steering as per Log

Sunday 1st

Remarks Sunday 1st

First part commences fine and pleasant
Same as per Log Middle part strong
moderate & squally Latter part
ends Thick foggy and light airs

Monday 2nd

Remarks Monday 2nd

First part commences light breezes fair
& fine Employed with the Boat Steering as per
Log Middle part Do Employed painting the
Boat & Latter part Do Employed in the Boat
Steering as per Log Middle part Strong
Gales & Squally Latter part Moderate
weather Same as ends

Ship George Howland

June A D 1851

Remarks Tuesday 3rd

First part commences with a light breeze from the SE, Steering off and on out side of the Ice thick fog, Saw Ship ... Middle part weather same Latter part thick with some snow at 11 saw what we took to be a Polar whale in to the edge of the Ice ... Thick ... So ends Thick fog

Remarks Wednesday 4th

First part commences weather same after 4 Cleared up Saw some ... ... to the ... down along the edge of the Ice Saw a whale lowered the boats for him it proved to be a ... ... whale ... quick to the ... Eastward Middle part Thick ... ... to the ... Westward Latter part ... Steering on the Starboard tack ... ... to the Ice ... ... that the ... ... at 11 cleared up ... Saw Cape Thadeus bearing ... ... to the ... So ends

Remarks Thursday 5th

First part commences with a moderate ... breeze from ... Steering by the ... heading ... Ship under all Sail plenty of Ships in Sight ... under the land ... Middle part wind light from ... ... Cape of Thadeus bearing ... distance 15 miles took in light sails and hauled ... the courses Standing in to the ... ... Latter part weather same Stood off ... the ... as we could for the Ice no whales but a bout 75 Ships in Sight So ends

Ship George Howland

June 1st 1851

Remarks Thursday 5th

First part commences moderate weather
employed Standing on opposite tacks
with Islands in the Sea Middle part weather same
lying on opposite tacks as before
last part the weather standing to the Northward
and Eastward as far as the Ice would

Remarks Saturday 7th

First part commences with light airs
& hazy Some fog and standing to the Southward
and Eastward on Middle part Strong Gales
Sandy Hook Ship lying on opposite tacks
Latter part pleasant Standing to the Northward

Lat Obs 63-25
Long Chron 178-40

Remarks Sunday 8th

First part commences moderate Some
Steering to the Grand Eastward at times
Middle part Strong Gales from SE
Latter part moderate Some Some fogg
Lying on opposite Tacks part of
the time and under Low Sails

Remarks Monday 9th

First part commences Thick weather
with a Strong Gale Sail close from SE Standing
on opposite tacks part one Reef all the Sea
the latter part Sandy Hook Ship & rough Middle part
Ship Strong weather gale increasing and Sandy
Hook the Westward Latter part more light Airs &
Standing by the wind to the Southward and

Lat Obs

Ship George Howland

June 1851

Remarks Tuesday 10th

First part begins thick weather with snow wind light from the ship heading SSW & [illegible] lay close hove good weather middle part at 2 AM the same [illegible] middle part wind light from the [illegible] and [illegible] steering in for the land latter part fine weather with light airs plenty of drift ice and ships so ends

Lat Obs
Long Chron

Remarks Wednesday 11th

First part commences fine weather wind light from SSW working in to the land saw one finback middle part [illegible] wind light from SE latter part good weather ship under all sail looking hard for whales so ends and [illegible] to the [illegible]

Remarks Thursday 12th

First part commences good weather wind breaking from SSE the Cape in sight bearing SW and plenty of ice middle part strong breeze and [illegible] until 1 AM [illegible] and [illegible] down thick fog [illegible] to the eastward latter part at 10 [illegible] so ends

(No Obs)

Remarks Friday 13th

First part commences rain [illegible] to the eastward plenty of ships in sight spoke some of them but none had took any whales of late middle part [illegible] to the [illegible] eastward with a strong [illegible] [illegible] some thick latter part weather same [illegible] [illegible] [illegible] [illegible] [illegible] 2

Ship George Howland

June 1st 1851

Remarks Saturday 31st

First part Commences Strong gales from the W.S.W. Employed all Hands Employed in Shifting Sails & Reefing Sails &c Employed repairing the Topsails Latter Reefs Shifted Jibs & Middle Staysail Set Jib & Spanker Crossed the Sails in Site at 8 Latter more moderate with Thick rainy weather Latter part moderate at 10 made more Sail Wind W.S.W. & S.S.W. and Heaving to

Lat Obs

Long Obs

Remarks 1st Sunday

First part Commences with moderating and Heaving to the Eastward nothing in Site at Middle part of 8 Spoke Ship Going to the S.E. Thick weather with fog Middle part Sail brace from E.S.E. to the S.E. Latter part weather and with much Same to this 24 hours Thick weather

Lat Obs 37-10-N

Remarks 2d Monday

First part Commences Thick weather Ship under all Sail steering by the wind being S.E. min E.S.E. Middle part Thick foggy rainy bad weather Ship Going to the S.E. by S. Latter part weather much Same with Heaving S.S.E. & S.E. and bad weather

Lat Obs

Ship George Hanlan

June 1851

Remarks Tuesday 17th

First part Commences Thick rainy foggy weather with a moderate breeze from S.E. Middle part Do Do Hands employed Sailing at 4 Knots Ship Leaking Pumped Ship every 2 hours Latter part Strong breeze from S.E. Ship Labouring Heavy Sea Running Ship Leaking Pumped Ship every 2 hours Saw Land Bearing S.E. by E. Distance 8 Leagues Supposed to be Cape Ray Light House Bearing S.E. by E. Distance 8 Leagues Supposed to be Cape Ray Light House

Remarks Wednesday 18th

First part Commences Thick foggy rainy weather with light variable Winds Middle part Do Do Latter part Do Do Saw Plenty of Ships Running Down the Gulf Saw Land in Sight So ends

Do Do

Remarks Thursday 19th

First part Commences Light breeze from S.W. by W. Stood in Shore Saw Land at 4 Knots Ship Leaking Pumped Ship every 2 hours Middle part Standing in and off Latter part at 7 Hove to Saw Land Bearing N.W. by N. Distance 8 Leagues Supposed to be Cape Ray Light House Saw Plenty more Coming Up E. by E. in the Offing of St Lawrence Islands at 10 Made Sail Ship Labouring Heavy Sea at 11 Hove to Pumped Ship Leaking

Remarks Friday 20th

First part Commences Fine weather Saw the Boats 3 times more for Potatoes & Fish Pumped Ship 4 times every 2 hours Middle part Do Do Latter part Do Do Saw Many Ships Bound to the Gulf Saw Nothing more of him So ends

Ship George Howland

June 1831

Remarks Saturday 21st

First part commences fine weather with light airs from SW to W & the Ship at the edge of the Ice Saw no whales Middle part Thick rainy weather wind from the SE to E last part Employed Shoving out the Ship to the Edge of the Ice Saw nothing but Narwals Spoke Ship Dolphin Boston Heard Others Ships well all

Remarks Sunday 22d

First part Commences fine weather with a moderate breeze from E to S no whales Middle part Thick rainy weather Saw Ship Dolphin Boston last part light airs from the S & SE Commence Ice Bound Ice extends to the Eastward as far as the Eye can see between the Island and the Main on the West side so ends

Remarks Monday 23d

First part Commences moderate breezes from SSE & Thick fog Ship under all sail Standing on a Pack of Ice working by the Sounding line & Heaving out Ice off the Ice Saw Ship Dolphin Boston & Others Clear weather

Left the

Ship George Howland

June 1851

Remarks Tuesday 24th

First part commences with moderate weather with a light breeze from E steering to the Northward along the edge of the Ice middle part hazy with a light breeze from E Ship laying to Part of the Starboard Watch on the Ice Cutting Ice for the Ship Latter part more Clear Steering by the Westward no observations Latt. Clear of Ships Bearings

N 86 Obs

Remarks Wednesday 25th

First part Commences Thick Cloudy weather with moderate breeze from E steering to the Northward along the edge of the Ice middle part moderate Same latter part of the Commences pr. Ice Cutting while the Ice Drifting quick to the Eastward towards evening in Company with the other Ships with our Anchors & Boats Ice Chains Steers the Starboard Watch on the Ice of Mizen Topsail as he has been put well over to be despatched in Case a Boat be sent in about any respect

Remarks Thursday 26th

First part Commences Light Hazy weather at 4 Clock A.M. wind Ceased to blow so that saw a Opale Close to the Ice Cutting the Boats saw nothing more of him Middle part Steering as formerly Sailed along with the Ice the Edge of the Ice makes in to the Shore at the Same time Ice Cutting and the Ice Chains Latter part Light Airs & fine pleasant weather Steering in to the Land & off to Ice as while with our Anchors & Ice Chains as formerly for a motion saw nothing more of him Ships

Latt Obs 64-15 N

Channel Fleet

June 15 1851

Remarks Thursday 12th

First part commences with light breezes from the S.W. Steering in for the Lizard with all sail set. Middle part moderate latter part thick foggy with drizzling rain Sounded at 5 Hrs 27 fathoms

(8 Obs)

Remarks Saturday 28th

First part commences light breezes with a thick fog middle part more moderate same until 11 AM when came in light breezes Steering in for the Lizard got up with the Lizard about 8 PM when the fog set in thick again latter part thick weather with light airs and calms sounded (no obs)

(No Obs)

Remarks Sunday 29th

First part commences light breezes from the Eastward at 1 PM fog lifted Steering up the Westward middle part thick weather with fog and rain again from 8 PM to 12 the Lizard in sight bearing about 10 miles latter part weather the same until 11 AM when the fog lifted and came on to blow from the W.S.W. Steering for the Wolf & Longships so ends this day

Light obs.

Longitude

Ship George Howland

June 1851

Remarks Monday 30th

First part Commences with a light breeze from the SSW Steering along with the Land in the Strong Northern getting out of sight of Land but plenty of them middle part of day saw away off a two masted vessel Steering to the SE Came to anchor with the Large in 21 fathoms of water the Land about 6 miles off. All Sam Laying Some Ice coming from the Northern part the Ice Sam got two Boats & let them down off at the Same to assist at Steering with Ice took the Ice with Light Baffling Winds but not a mile got from the Ice at 5 let the Ice grew a great deal Ice Sam got by in and by the Ship to Speak of Salley Sport Laying to anchor So ends this day

Remarks Tuesday 1st

First part Commences as after Same as Light and from the SW took the anchor & came under way from Same SSW Steering the SE Middle part Thick Hazy at 4 the Sam Sam the Ice and plenty Sail after part at 10 Sam Whales Spouting Sail So ends Remarks Winds off Shore

Remarks Wednesday 2d

First part Commences Good Breezes & two Boats Away a Cow with Calf Sailed the Sam Same Thick again Middle of day Light Hazy Latter part of day Boats off & on Board Saw two Boats Sam Whale Came to the SW Sam St Lawrence Sail Away to SE So ends the Boats on Shore

Ship George Newhall

July 15 1851

Remarks Thursday 3d

First part commences with strong gales
with rain & hail the Gods off at times
the water thick Lights Light on bow
at 8 h 30 saw Cape Ann abeam at 10 h
Sunday Made Gut Shift sails made
more sail Set the Flying Jib Steered South
Latter part mostly Moderate Show
Showers on the Nova Scotia Bank in hands
the Lead & Sounded Shifting sails

No Obs

Remarks Friday 4th

First part commences with Strong
gales & Thick in the Nova Scotia Bank
the Ship laying to Sounded Middle part moderate
to the Southward Saw a Sail Spoke with
Jeffrey Salley and Liverpool with Coals
bound Eastward Set the Jib in Shifted
the Gaff Sail Set the Ship in Stays
the Gaff Sail Set

Lat Obs 42.50
Long Chron 170.41

Remarks Saturday 5th

First part Commences Light airs from
the Eastward Steering to the Southward
Middle part more Sail with Light airs
Steering for Cape Race at 8 h Saw a
Ship Steering to the Eastward at 10 h
Saw Cape Race Bearing NW by N
Distance 5 or 6 Miles Steered
the Ship to the Eastward with
the Gaff Sail Set

No Obs

Ship George Henry

July 1st 1851

Remarks Sunday 29th

First part Thick fog with light airs from the Southward & Eastward saw a whale blows B. boats manned & lowered after him with out success came on board again at 8 AM Employed getting ready for the Station middle & Moderate Latter part Moderate Squalls & Rain the Ship heading to the Northward & Eastward

Remarks Monday 30th

First part Commences with light airs and Calms Employed Cutting in Whale at the Stern at 4 AM Commenced Trying Out Latter part Moderate breezes from S.W. Steering E. by S. Employed Trying Out & Cooling the Oil Employed Cutting in Whale Trying Out Stowing Down Oil &c Latter part Moderate breezes from S.W. Steering E. by S. Employed Trying Out & Stowing Down Oil &c

Remarks Tuesday 1st

First part Commences with a Strong breze from S.W. & S.W. Steering E. by S. under Close reefed Main Sail & Reefed Fore Sail saw a Sail to the Northward & Eastward Standing to the Southward at 8 AM Spoke the above Sail Ship Henry of London Capt Chase 18 months out 2100 Bbls Sperm

In Behrings Straits

July 1st 1851

Remarks Wednesday 9th

First part Commences good weather with a moderate breeze from S.E. plenty of Ships in Sight working up the Straits middle part thick weather Steering to the Eastward under Light Sail Latter part Strong breeze at 7 Single reefed the Topsail Split in two at 8 Saw the Diomede Islands Cape Prince of Wales at 7 Close to the Ice more Ships hauling to the Westward

8 Obs

Remarks Thursday 10th

First part Commences Strong gales from S.E. middle part Saw the Land on the East Side of the Straits Middle part under the Lee of the Ice Latter part more moderate at 11 the Ship in between the Diomede Islands and East Cape Could not get any further to the Eastward for the Ice Lay and Saw some Ships Steering down to the West Shore

8 Obs

Remarks Friday 11th

First part Commences Light variable weather Saw two Large Blue Whales and many Ships in Sight in pursuit of whales but Saw none Middle part Light airs and Calms Steering in to the Southward for Gastinary Strait getting fine weather Latter part Moderate Came to at 12 Anchored in 8 Fathoms Water with the Diomede Islands at N.W. by W. Saw Cape Prince of Wales N.E. by E. 5 miles Saw 5 Sails and by Below 9 Sail Employed Cooking Provisions for the ensuing Week

On board Ship Gen Hamlin

July 1851

Remarks Saturday 12th

First part commences with moderate
and hazy weather at 1 pm SE light
saw several whales all apparently
busy feeding to the southward
Middle part
light airs with the Southern Current
Latter part moderate breezes Same
Ships working Steering to the eastward Same
part employed in cutting in the Ice
the Officer of the Deck spoke Ship Atlantic
of Nantucket this season 1 Got 11 Bbls Sperm

Remarks Sunday 13th

First part commences with a moderate
fresh Gale from S SW Ship working
to the Southward Middle
part weather Same Latter part more
moderate with the Same wind from S
Standing on Port Tacks to and fro
heaving Ice

Remarks Monday 14th

First part commences Ship
making Short Tacks to and fro Smooth
water at 1 Saw the Ship Lemuel Ishams
Standing over to the Southward & Westward
at 2 Saw Standing Same Course Ship
Ship Gen Hamlin to the Windward
Ship Gen Hamlin Standing to the Southward
at 4 Spoke Ship Gen Hamlin
Ship Gen Hamlin Standing to the Southward
at 5 Spoke Ship Gen Hamlin
Ship Gen Hamlin Standing to the Southward
at 6 Spoke Ship Gen Hamlin
Ship Gen Hamlin Standing to the Southward
at 7 Spoke Ship Gen Hamlin
Ship Gen Hamlin Standing to the Southward
at 8 Spoke Ship Gen Hamlin
Ship Gen Hamlin Standing to the Southward
at 9 Spoke Ship Gen Hamlin
Ship Gen Hamlin Standing to the Southward
at 10 Spoke Ship Gen Hamlin
Ship Gen Hamlin Standing to the Southward
at 11 Spoke Ship Gen Hamlin
Ship Gen Hamlin Standing to the Southward
at 12 Spoke Ship Gen Hamlin
Ship Gen Hamlin Standing to the Southward
at 1 Spoke Ship Gen Hamlin
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Ship Gen Hamlin Standing to the Southward
at 10 Spoke Ship Gen Hamlin
Ship Gen Hamlin Standing to the Southward
at 11 Spoke Ship Gen Hamlin
Ship Gen Hamlin Standing to the Southward
at 12 Spoke Ship Gen Hamlin

Ship George Howland

July A D 1861

Remarks Tuesday 15th

First part commences wind moderating with a thick fog at 3 came to the ice on the west side and worked to the eastward at 6 passed a ship laying to anchor middle part at 7 came to anchor in 28 fathoms of water wind moderate with a thick fog bent both chains together gave her 80 fathoms of chain [illegible] part middle part continues light airs and calm latter part at 7 a.m. [illegible] [illegible] and the fog cleared saw [illegible] bearing [illegible] in the same [illegible] bearing [illegible] got the ship under way working in to the [illegible] saw 3 ships but no whales

Remarks Wednesday 16th

First part commences moderate weather some fog at 1 tacked ship steering to the [illegible] and eastward middle part thick fog with a light breeze from the NE steering SE latter part weather the same at 8 tacked to the wind about at 1 the fog lit up saw King's Island bearing [illegible] distance 10 miles lowered one boat for a humpback with out success

Lat

Remarks Thursday 17th

First part commences fine weather ship heading to the SE at [illegible] came in sight [illegible] [illegible] heading to the [illegible] fine weather middle part [illegible] [illegible] ship and [illegible] to the southward heading to the westward latter part saw several ships at [illegible] [illegible] [illegible] bearing [illegible] distance [illegible] miles [illegible] breezes [illegible] light [illegible] doubled [illegible] the [illegible] So ends

No Obs

Ship George Hamlin

July 1851

Remarks Friday 18th

First part commences Strong breezes from S. Ship going 8 knots per hour at 1 more Ship hove to the SE took in gibb and mainsail Ship heading SE middle part Strong more moderate from SE at 8 set gibb and Same Ship standing on offset tacks at 1 PM Saw the Peaks out of the main top sail middle part more moderate and pleasant Same Saw one Sail to the leward Islands

Remarks Saturday 19th

First part commences moderate and pleasant Ship standing to the Southward Ship heading SE by S at 1 tacked Ship heading SE by E at 8 PM SE mind latter part moderate and Same

Remarks Sunday 20th

Commences moderate Same part fresh weather and mind saw the Islands Standing on offset tacks middle part moderate Same latter part at 11 AM saw Land Several Sails and bore East saw 4th Dimond Islands bearing NNE distance 20 miles 10 cast

Ship George Henderson

July 1st 1851

Remarks Monday 28th

First part commences with a moderate breeze from SE Steering in Lat S until 2 P.M. Ship by Cape East bearing SE The Bearings SSE Course, SE by S, Distance 11 miles Middle part light Airs with Calms Latter part Strong Gales and Squalls

Remarks Tuesday 29th

First part Commences with the Bearings of S Pt Lizard SE by S Start Point East bearing SE by E Distance 11 miles Course SE by S Middle part Strong Breezes with a heavy Sea Latter part Strong Breezes with a heavy Sea Course SE by S Distance 11 miles Latter part Strong Breezes from S with Squalls at 4 P.M. Saw several Sail by under the Lizard at 6 P.M. Came by the Wind on the Starboard Tack Bearing SE by E Distance 2 Miles Latter part Strong Breezes from S with Squalls at 8 P.M.

No 66

Remarks Wednesday 30th

First part Commences with Strong Breezes from SW Course SE by S Distance 11 miles Middle part Strong Breezes from SW Course SE by S Distance 11 miles Latter part Strong Breezes from SW Course SE by S Distance 11 miles

Remarks Thursday 31st

First part Commences with Strong Breezes from SW Course SE by S Distance 11 miles Middle part Strong Breezes from SW Course SE by S Distance 11 miles Latter part Strong Breezes from SW Course SE by S Distance 11 miles

On Board Ship George Law
July 15 1851

Remarks Thursday 24th

This day commences with strong gales from S.W. & W. under reefed topsails & courses. Split one jib & lost one of the flying jibs. Hauled out main trysail & reefed it. Middle & latter parts of day moderate & fine. Lat. at noon 39° 39' N. Long. 68° 48' W. Distance 227 miles. Expect to get inside Cape Cod tomorrow morning. Saw a number of vessels during the day. Wind at 8 P.M. S.W. by W. Distance 10 miles.

Remarks Friday 25th

This day commences with thick weather & strong gales from S.W. & W. Reefed topsails & courses & hove to at 4 A.M. Wore ship & stood to the Eastward at 8 A.M. Wind at noon W.S.W. Lat. 41° 10' N. Long. 69° 30' W. Distance 180 miles. Middle & latter parts of day moderate & fine. Saw a number of vessels during the day. Wind at 8 P.M. W.S.W. Distance 10 miles.

Remarks Saturday 26th

First part of day commences with a strong gale from S.W. & W. Hove to at 4 A.M. Wore ship & stood to the Eastward. Saw a number of vessels during the day. Middle & latter parts of day moderate & fine. Lat. at noon 41° 10' N. Long. 69° 30' W. Distance 180 miles. Wind at 8 P.M. W.S.W. Distance 10 miles.

In The Solaasea

July 15 1851

Remarks Sunday 27th

First part Commences Stormy Gale with
wind S.S.W Steering as per Log
Lat by Chron Lon by Chron
Clear at 8 PM Moderate and Hazy
at 12 Noon Saw Land Bearing
S.W. Supposed to be Scilly
Light at 4 PM Saw Scilly Light
S.W. Distance 5 Leagues Employed
as Before at 8 PM Saw
Start Point N.E. Distance 5 Leagues
Middle part Commences with
Fine Weather Wind S.W. Steering
up Channel Saw Several Vessels
Bound Down Channel Saw
Eddystone Light at 4 PM
Saw Rame Head N.E. Distance
5 Leagues at 8 PM Saw
Lizard Point N.E. Distance
5 Leagues

Lat 48 Long 4 W

Remarks Monday 28th

First part Commences with
Fine Weather Wind S.W.
Employed Steering up
Channel Saw Several Vessels
Bound Down Channel
Middle part Commences
with Fine Weather Wind
S.W. Employed as Before
Saw Several Vessels Bound
Down Channel Saw
Portland Light at 4 PM
Distance 5 Leagues
Lat 48
Long 1 W

On Board Ship George Howland

July 15 1851

Remarks Wednesday 9th

First part Commences fine weather
Ship Standing by the Watch Took ours
Middle part employed the same as
usual Employed in the forenoon Cutting
Letter part Gave the same fine weather
boy who wishes to Stick the Book
Shipped Down Below Today Saw
nothing but Natural whales in Sight

Sett Obs 5 8-60
Long Chron 176-45

Remarks Thursday 10th

First part Commences fine weather
with gentle breeze Ship Standing
to the E & N. Middle part Steering by the South
Took in Topgallantsails Latter part with
moderate fair the South Steering by the wind
Saw nothing in Sight

Sett Obs 1721
Long Chron 172-45

Remarks Friday 11th

First part fine weather Steering by
the wind Wind & weather Light fair Saw
Ship Same Employed as usual this Season
Middle part Lying until 8 light breeze from
S. Latter part Steering by the wind Having
the Ship under all Sail and Saw in Company
with the Ships mary Ann of Nantucket
Gideon Howland Thomas Knowles

Sett Obs 67-57
Long Chron

Ship George Howland

August 1851

Remarks Saturday 2d

First part commences with fresh breezes from S.W. by W. & W.S.W. and at the middle part the latter part moderate and light airs and variable weather employed as at 5 double reefing topsails at 6 took in the mainsail [illegible] at 8 took in the jib and foresail [illegible] at 11 hove to with the head yards aback [illegible] Latt Obs

Remarks Sunday 3d

First part commences with moderate and clear weather at 1 light airs and calms employed as at 5 set the mainsail [illegible] at 8 took in the jib and foresail [illegible] at 11 hove to with the head yards aback [illegible] Latt Obs

Remarks Monday 4th

First part commences with moderate weather and clear [illegible] employed as at 5 set the mainsail [illegible] at 8 took in the jib and foresail [illegible] at 11 hove to with the head yards aback [illegible] So ends nothing worthy of remark

Latt Obs — 35°57'
Long Run — 176°13'

On Bd Ship George Howland

August 1851

Remarks Tuesday 5th

First part Commences Moderate weather Same Course & Distance Steering S by E Ship Rolling Heavy Sea Ship Gibing Sundry Sea Birds in Sight at 5 P.M. Spoke Ship Queen Stephany from Bedford 12 Months Out Same Night part Standing by the Starboard Tack at 12 PM the Ship down Sick reported Lat 62° 27' Long 69° 00' Ship Heading South East Middle part Commences Ship Rolling Heavy Sea Ship Gibing Sundry Times Steering to the SE & SE by S Plenty of Ice

Obs

Remarks Wednesday 6th

First part Commences Thick foggy rainy weather Steering E by S Wind SW Middle part Thick foggy Rainy Weather Steering E at 1 and 2 PM Saw the Southern Light Last part Commences Ship Heading East with Stiff Gale Wind Ship Rolling Heavy Sea Nothing more

Lat Obs
Long Chron

Remarks Thursday 7th

First part Commences Moderate Weather the Same as Yesterday Steering S by E Saw Ice at 1 Oclock PM Ship Heading East Middle part Commences Clear until 3 PM Saw Ice again Ship Gibing Sundry Times Last part Commences Light Airs and Ship Rolling Heavy Sea

Lat Obs

Cruising In The Polar Sea

19 August at Sea 1851

Remarks Friday 8th

First part commences with light airs and fine pleasant weather at 4 PM Saw the land Bearing SE Eastern Point Latter part of the watch employed in sewing Sail during the night Sail Employed in Sewing Sail and Variable winds and Clear pleasant weather

Lat obs 77.36
Long Chron 100.56

Remarks Saturday 9th

First part commences with fine weather at 4 AM Set Sail and Steering SE by Compass at 8 AM Set Studding Sails Alow and aloft Steering SE and SE by E Wind Light from the NW and Westward Employed in Sewing Sail and Steering SE by E and SE

Noon obs

Remarks Sunday 10th

First part commences with fine pleasant weather at 4 AM Saw the land Bearing SE by S and Steering SE by E with the Light Sails and Studding Sails Employed at times Sewing Sail and Steering in the East Pack and Ice with the Ice and Water Sky Middle part with Light Airs and Pleasant weather at 8 AM Set Studding Sails Employed in Steering and Sewing Sail

Noon obs

Ship George Howland

August A.D. 1851

Remarks Monday 11th

First part commences with thick foggy and stormy breeze ship pitching and rolling heavy sea at 4 took in sail and hove to with fore topsail and main trysail under the same at noon hove to with fore topsail and main trysail set main top and fore gibb sail set light breeze and thick foggy with stormy appearance at sunset sails

880 Obs

Remarks Tuesday 12th

First part commences light airs and variable weather first part stormy appearance 25 miles per hour at 4 wind breeze up from SSE at noon set the fore and main topsail and reefed them at 5 the wind veered round to the SW at noon set all sail and squaring in course by the wind Eastward sails fair stormy breezes from SSE thick weather with rain at 8 it veered around to the South East and settled in the NE quarter and so ends thick weather

880 Obs

Remarks Wednesday 13th

First part commences with stormy breezes from SE and thick weather at two hove up staying and squared with the yards middle part at 8 kept off SW by S stormy breezes and cloudy sails fair weather and smooth sea same as in former with the Ships New Bedford so ends at 6 this AM

880 Obs

Ship George Kuhn

August 1st 1851

Remarks Thursday 14th

First part commences showy gales
part E ending by N. SE ends SE by
part 4 ends SE by S thick fog moderate
part wind moderating latter part of
7 ends SW by S and by W part SE by E some
thick weather so ends hard and weather

8 10 0bs

Remarks Friday 15th

First part commences with light
breezes from ESE ends SE by S thick
foggy the middle part ends the same
with some rain latter part Showery the
weather the same so ends

8 10 0bs

Remarks Saturday 16th

First part commences light airs from
E by E showery the same part of the day
then nothing in the middle part ends NbE
weather the same latter part more Equity
to the S the same on and so ends weather mostly same

Lat 0bs
Long Chron

Remarks Sunday 17th

First part commences with light airs from
S by E showery the middle part more from
S by E showery by the wind thick hazy part
some clear with puffing from W to S. in the
forenoon thick Dark Squalls

Lat 0bs 35-18 S
Long Chron 172-08 E

Ship George Hadlain

August A D 1851

Remarks Monday 18th

First part Commences good weather at 1
Taked Ship heaving Gs Wards one Sail in Sight
Spoke Ship Jas Monroe Holmes Sick
Middle part at 11 pm Set Sail again
with Courses and Standing by the South and
took in Light Sails Latter part and Strong
Ship having Every Sail Set pm Sick pm Sound

No 66

Remarks Tuesday 19th

First part Commences Thick weather
Ship Steering by the Wind Standing
to the Southward at 4 Taken Sight Sounding
55 E Thick weather Middle part at 11 Taked
again with moderate Latter part Clear and
good weather and Light Winds one Sail in Sight

Lat Obs 5 9 4
Long Run 11 0 25

Remarks Wednesday 20th

First part Commences Some foggy mid
Light and Baffling Run E Steering W
Middle part Clear weather Supposed Light Winds
having Every Sail Set Latter part Clear and good weather
Saw Several Ships Light Airs Kept off Wards the Sun
At Noon Saw one Sail Course Nothing Seen

Lat Obs
Long Run

Remarks Thursday 21st

First part Commences good weather with
Light Baffling Airs and Calm Middle part
weather Cloudy Thunder and Lightning
Wind to the Southward Latter part Cloudy
At Noon Thick foggy and Calm Saw Nothing

No Obs

Bound To The Southward

August 15 1851

Remarks Friday 22d

First part commences fair weather go
Sail in sight middle part continues the
same until 3 A.M. hove up from
S. Shj Pedro to the W & Sailed part
more does any Ginting to the Eastward Steering
by his mid to the Southward and Westward &c &c
Left Obs

Remarks Saturday 23d

First part commences mid E
Steering S until 3 Gins SSE mid part
to the Eastward very thick weather bright
part at 8 mid Moderate cloudy & Light
Breez from ESE to Thick weather at 3 Squalls
& hazy at mid Squalls more Clear Settled
fair weather more Discharg Sail
Left Obs 5 P M
Long Chron 118°38

Remarks Sunday 24th

First Commences middle weather
Gins SSE mid from the E part westerly
part the more in the Bay and at last the Hole
Sent Ignorant Manifacts Middle part weather
good Settled fair wind Cloudy Sent Sick with
Pain in the Back in Bay more Light Squalls
Thicky gales from SW by W to SSW mid

No Obs

Remarks Monday 25th

First part commences Strong gales & Squalls
all fair & double reefed Sails at 3 more moderate
& Single reefed main Topsail mid Light Squalls
Strong gales & Thicky Sent on Main Topgallant
Settled fair Gins SE by S mid Employed & the Watch
mid more Sail
Left Obs 62°22 W
Long Chron 118°55

Ship George Howland of Pacific

August A.D. 1831

Remarks Tuesday 26th

First part Commences with Light airs from the Eastward & Clear Ship under single reefed Topsails fore and main Topgallantsails & Mizen Courses employed Standing to the Southward Middle part and Strong Gales & Squalls with Rain Ends with Light airs & Clear Ship under Single reefed Topsails fore and main Topgallantsails & Mizen Courses employed Standing to the Southward

Lat Obs 50-12 S
Long Chron 112-40 E

Remarks Wednesday 27th

First part Commences with Light airs & Clear Weather Ship under single reefed Topsails fore and main Topgallantsails & Mizen Courses employed Standing to the Southward middle part Strong Gales & Squalls with Rain & Sleet Ends with Light airs & Clear Weather Ship under single reefed Topsails fore and main Topgallantsails & Mizen Courses employed Standing to the Southward

Lat Obs 50-12 S
Long Chron 112-40 E

Remarks Thursday 28th

First part Commences with Moderate and Clear Weather Ship under single reefed Topsails fore and main Topgallantsails & Mizen Courses employed Standing to the Eastward middle part Light airs & Clear Weather Ship under single reefed Topsails fore and main Topgallantsails & Mizen Courses employed Standing to the Eastward

Lat Obs 48-21
Long Chron 115-20

Runs To The Sandwich Islands

August A.D. 1831

Remarks Friday 26th

First part commences light breezes from NE & occasional calms & Squalls with light rain Middle part moderate breezes from SSW Squalls with heavy rain & Thunder Lightning latter part strong breezes with heavy rain SSW & SW & nothing in Sight

Lat Obs 4° 51' North
Long Run 139° 25' East

Remarks Saturday 27th

First part commences light breezes from SSW & SW Squalls & Thunder Lightning & Rain Middle part moderate breezes from SW & WSW Squalls with heavy rain latter part fine weather with gentle breezes from SW & SW & WSW & nothing in Sight

Lat Obs 4° 58' North
Long Run 140° 47' East

Remarks Sunday 28th

First part commences light airs & calms with a light breeze from the Westward Course E by S & E by S 4 miles Squalls & Calms Middle part calm until 2 P.M. light breeze & squalls from SW & WSW latter part light breezes & squalls from SW & WSW & S & nothing in Sight

Lat Obs 4° 3' 57" North

Ship George Howland

September 1st 1851

Remarks Monday 1st

First part commences with a fresh gale from E by S. Steering by the wind to the S and E with all sail setting on ship at 6 took in the Topgallantsails and the gale increasing middle part Strong breezes passing to the Southward latter part a Square Ship seeing E by S. Set all Sail to the Fore and Main Topsails Furled in Gibb Spanker to and fresh gales from E by S

Att Obs 66

Remarks Tuesday 2d

First part commences cloudy and wet with the Same gale Saw Sperms and Blackfish middle part fresh gales from E by S Ship keeping E by S latter part and the Same with hazy weather Ship under double reef Topsails courses Gibb Spanker &c E by S

Lat Obs 42.20

Long Chron 181.59

Remarks Wednesday 3d

First part commences with gales from E by S Ship keeping E by S Saw Sperm middle part Saw many Sperm and Single reef Topsails and the Same latter part Saw Sperm and Right and Saw Several Sail of Sperm Ships the whole employed in Ship duty Strong

Lat Obs 42.41 Obs

Long Chron

On Board Ship George Hyslop

September 1st 1851

Remarks Thursday 4th

First part commences with light breezes from SE Ship heading SW by W Ship under Sail Middle part Light winds from SE Ship heading W by S Ship under Sail Middle part Light winds from SE Ship heading W by S Ship under Sail

Lat Obs
Long

Remarks Friday 5th

First part commences with light winds from SE Ship heading W by S Ship under Sail Middle part Light winds from SE Ship heading W by S Ship under Sail

Lat Obs 44 20
Long Chron 166 20

Remarks Saturday 6th

First part commences with light winds from SE Ship heading W by S Ship under Sail Middle part Light winds from SE Ship heading W by S Ship under Sail

Lat Obs
Long Chron

Bar Brig Shf George Haviland

September A D 1851

Remarks Sunday 7th

First part Commences with fine weather
wind moderate from E.S.E. for the Eastern
part Same Courses Middle part Same
Ditto Latter part Clear with a fresh breez
from E by S Shf hauling Yard & Boards

Lat Obs 44-21
Long Chron 162-23

Remarks Monday 8th

First part Commences fresh gales
from the Southward and Eastward Shf hauling Yard
Middle part wind the Same Latter part
wind pretty much Same Shf hauling the
Same the watch employd in Shifting Boards

Lat Obs 44-29
Long Chron 157-52

Remarks Tuesday 9th

First part Commences fresh gales from
S E by S Shf hauling weather Middle part
wind and weather Much Same Latter part
fine weather wind more moderate the watch
employd in Shifting Boards

Lat Obs 44-09
Long Chron 155-33 W

Remarks Wednesday 10th

First part Commences with a moderate Sea
Sail boats from E S E Shf hauling Yard & Boards
Saw Blackfish & Porpoises Middle part Wind
and weather much the Same Latter part
Latter part employed Repairing out for the 2d Voy
Stopped Boards fine weather Lat Obs 43-
Long Chron 154-

Ship George Howland

September 5 1841

Remarks Thursday 11th

First part commences with
gentle breezes from SE Ship on the eastern tack
employed washing out &c Stowing get
boat falls from topsail yard & the other
one at the gaff Carried to the Eastward
Sailed Ship heavy & muddy at times
Squalls with light puffs breezes from
SE Employed as during the Forepart
of watch nothing seen to day

Lat obs 42-38
Long Run 154-13

Remarks Friday 12th

First part commences with gales
and Squalls from Eastward with rain
at 3 PM Lighted Cask to the Starboard
Quarter Ship pitching & working heavy
Employed in Variously as yesterday
the first forepart Squalls at 6 Lighted Cask
Lowering the Cape Latter part Employed
making Sail & setting the Gaff Topsail
Middle part Moderate & fair Wind
Latter part Squalls & rain

Lat obs
Long Run

Remarks Saturday 13th

First part commences fresh gales from SE
Ship heavy Employed variously upon
and gaining Squalls took in Gibb and Spanker
Hauled Reefing at 8 close reefed the Topsails
Furled one of the Jibs Reefed Sails Middle
part at 12 Put Down Jib and got boats
on the davits Employed as usual Latter part
with fresh gales Squalls Light Airs
& Calms Wind and weather variable Same

Lat obs 42 31
Long Run 151 [illegible]

On Board Ship George Hanford

September 1st 1851

Remarks Sunday 14th

First part commences Strong gales from SE Ship under close reef Topsails and Storm Trysails Heavy Seas from Eastward lying mizen Staysail hoisted to the Peak at the mizen Starboard Quarter under Ship lying S by W Middle part the gale better prevents at 1 past 1 took in Fore Topsail and maintopsail Jibs Square until after 12 the gale more Steady at 1 past two attempted to put the Starboard Boat on the Davits Gales as I perceived a Sea break a long the Sea Side and some of it flew in the bow of the Boat Commenced taking out oars Thomas Inman got in the Boat to pass them out and

James Chamberlyn the after Boatsteerer stood near the Davits of the Boat Ship rolling heavy a mighty Sea broke under the Boat and knocked her off the Davits by the Strongest Tackle Gripes and Stops Ships Boat Gripes were cast adrift as the Boat swung in one of the Davits Pendants from bottom and James Chamberlyn fell over board & Some oars a cutter and mast & Boom here from the Ship boy it struck a mast 12 years from me Seeing him last Running for the Boat hauled back the main Topsail to the Sea Boat being Stove could not lower her any Ship unfortunate to get a Weather Boat down with and being Swamped rode the Ship around and Supposed the boy a Aloft in the forward part of the Ship but James was not Seen after the boy must of perished Instantly the Gale Increased Hauled back the main yard The gale heavy the Ship to attempted to Look for him in the Boat gave up Commenced the Boat Ship most Sunk before the gale Increased Commenced Pumping very heavy and the wind moderated in the time took the Light off in the morning that the main brace was broke at 1 past 8 pm the Ship again and at 9 Set the Storm Trysail better and Struck many heavy Seas and Shook from from SE Seas

No Obs The day

North Pacific Ocean

September 15 1851

Remarks Monday 15th

First part wind light Airs
Clear & fine weather Steering to the
Southward & Eastward under Easy Sail
11 with a very small rippled sea &
Light Airs & Calms & fine weather
Employed as necessary the
Forepart and watching Opportunity

Lat Obs 42 10
Long Chron 187 10

Remarks Tuesday 16th

First part Commences with light airs
from the Westward Steering SE & SSE
the Same Course part of the Day Calm
& Light Airs & fine weather, Latter
part Moderate breezes with
fine weather the Ocean wind light from
SSE the watch employed as
Same Course and watching Opportunity So ends

Lat Obs ~~42 15~~ 42 12
Long Chron ~~188 10~~ 187 24

Remarks Wednesday 17th

First part Commences fine weather wind
light from SSE Steering the same Course
& Distance as yesterday the Day Calm and
pleasant Employed as yesterday at 4 AM Saw
Land & Light bearing N by E & NNE
Distant 8 or 10 leagues at 8 AM Saw Land
Latter part Strong breezes with light airs & Squalls
as usual the Same Course & Distance

Lat Obs 41 45
Long Chron 146 44

Remarks Thursday 18th

First part Commences fine weather Employed as
before Steering SE by S the Ocean Swell
to Day Calm & Light Airs & fine weather
Steering SE & SSE Saw Several Sail at Day Light

On Board Ship George Howland

September A.D. 1851

Remarks Friday 19th

First part commences with light variable & Steering S by E Strong breezes with light showers & squalls the latter part Middle part more moderate wind Steering the same Course & Distance Latter part more moderate & pleasant weather wind Steering S by E Ship going 6 knots

Lat Obs

Log Run

Remarks Saturday 20th

First part Commences with good weather Ship under all Sail Steering by the wind Latter part Middle part Strong breezes from E by S Steering S by E at 11 took in the Light Sails Latter part wind ranging from E to ESE at 6 Set the main Topgallantsail at 11 took it in & end fresh breezes from E by S

Lat Obs 37-01-0S

Long Run 149-06-W

Remarks Sunday 21st

First part Commences Clear weather Ship Steering by the wind Judging S by E Middle part the Trades carried us Ship Dist S by E Middle part more moderate wind Ranging from E to ESE Steering by the wind Latter part more weather wind the Same Course & Distance nothing Seen

Lat Obs 35-28-0S

Long Run 147-13-W

Bound To The Sandwich Islands

September A.D. 1841

Remarks Monday 22d

First part commences with gentle breezes from E by S steering by the wind during the middle part with light airs and calms Lat by Obs 38 Long by Chron 14 8 57

Remarks Tuesday 23d

First part commences with light breezes from E by S Lat by Obs 38 Long by Chron 14 8 57

Remarks Wednesday 24th

First part commences with light breezes from E by S Lat by Obs 38 Long by Chron 14

On Board Ship George Howland

September 1st 1851

Remarks Sunday 25th

First part commences with light baffling winds from ESE Steering SE by Compass part of the time after the Sun Crossed the Meridian Studdingsail Watch employed in Ships duty &c and fine weather

Lat Obs
Long Chron

Remarks Sunday 26th

First part commences with light airs from E by S Steering S employed getting up Some of the Light gear Middle part very moderate latter part wind and weather moderate the Same Clewed the Royals and Set them &c &c

Lat Obs 27-24 S
Long Chron 148-29

Remarks Saturday 27th

First part commences with wind baffling from the Eastward Steering S the watch employed Squaring Spunyarn Middle part wind the Same latter part Variable weather employed Spunyarning the Shrouds on Some of the Stays &c &c and Steering S

Lat Obs 29-26

Remarks Sunday 28th Long Chron 150 09

First part commences fine pleasant light variable winds from ESE Courses Middle part more from E Some Squalls with rain latter part fine pleasant weather with a moderate Sea Sail'd as at 12 at noon Saw a Sail Steering to the S &c &c nothing Seen to day

Lat Obs 29-16 S
Long Chron

Bound To Onslow

Sept A D 1831

Remarks Monday 29th

First part commences with pleasant
Breeze from E & E Middle part
Squally with Rain & Lightning Steering S by W
Latter part Squally with Rain The watch ended as
this day Set and fine breeze from E & E

Lat Obs 21-20
Long Obs 182-27

Remarks Tuesday 30th

First part Commences fine weather with
fresh breeze from E & E Cloudy & Middle part
Some Squally at & took in Sail and moor Stationed
and from Observed Shipyard Sand and Gulls
at 12 took in the main Topgallant Sail, Sundry
of the Canoes came along Side with Fish &
the Ship with the Natives a Board of Day light
Pleasant & fine Steering S by W Latter part
moderate fine Set Topgallant Sails and from
Observation Shipyard Sand

Lat Obs
Long Obs

Remarks Wednesday 1st

Remarks the Day Set First part Commences
with fine weather wind E & E Cloudy at 12 the
Middle part at 8 took in the Light Sails and from Observ
Shipyard at 4 past 10 Employed in the main rather
Hard gales a head Steering SE remainder part fresh
in Squalls Decks at Daylight Saw the Land
South from Shipyard 25 Leagues Distance 25 miles
Latter part fresh breezes and Squally the anchors
off of the Bow Set Topgallant Sails Steering
the Ship Byrons Bay at 11 took the Pilot
at 11 Came to anchor in 8 fathoms of water
Moored Ship Eastern Entrance for miles
So ends

Ship George Shelton

October 4th 1851

Remarks Thursday 2d

First part Commences with and weather
Same Employ as yesterday Ship at Side and got
off a raft of water Bridle Latter part unbent
Repairing boat in the hole for ingress to hold
water and Stowing down what can be had in
with So and good weather

~~Remarks First part Commences~~

Remarks Friday 3d

First part Commences with Thy good
got off a raft of water Same Employ
and Work put in the after hole to make
room to stow the Casks we shall have
Latter Spring Bridle Latter part Employed
getting off the Cargoe of Flour Bread
and getting and Stowing them down
in the water room in the fore hole
and painted the Ships Sides &c So and

Remarks Saturday 4th

First part Commences Fair weather
finished getting off the Provision and Stowed
part of it Sundry Jobs one Sixty of Flour
and one Ton Cargoe of Corn
Middle Latter part Employed Stowing
away the Bread and Ships Provis
ions Beans &c Same for the Shelton
Sides So and good weather

Ship George Hamilton in Port

October 4th 1851

Remarks Sunday 5th

First part commences good weather
Strong gales & Squalls Employed in
making Ship Ballast Latter part
weather the same Sent the Starboard watch
on Liberty at 8 PM ends

Remarks Monday 6th

First part commences with fine pleasant
weather one watch on Liberty Middle Latter
part weather same Starboard watch
on Liberty Sent the Ships mast around
to ends

Remarks Tuesday 7th

First part commences fine pleasant
weather one watch on Liberty Employed
the part watch about the Ship Middle Latter
part Starboard watch on Liberty got off
8 Tons of water and Strong Gales with
Rain at 8 PM Commenced heaving up the
Anchor at 9 PM Sailed from Port Phillip
bound to Sea and weather good

Remarks Wednesday 8th

First part commences Some Squalls with
rain one watch on Liberty at Sunset William
Mackenzie Thomas Robinson & Thompson
and the two Germans and Blacksmith
Can not Come off with the rest of the Liberty
men a Pilot Boat Came off & Sent the Boat in
again for their Chests but they could not be found
Latter part the Pilot Sent the Constables after
them Then the Pilot put Some distance with us
We Thanks for giving me Sails and Returning the
Boat on Shore Got Pilot off early and Employed
Sounding good weather

Ship George Stockham Byron B
October 8 1851

Remarks Thursday 9th

First part commences fine weather employed painting the iron work over again no matter what it may fall of the rigging ways are short but for the Stanyan sent two boys of Board a Shore that the first for Sale provide Latter part at Daylight the first mate a Shore and brought off 50 Bushels Potatoes and the Blacksmith asked them if he could for them running upon they had not Syed them off and Bought them and sent a watch a Shore in Lieu of Empty Bottles from the Shore took on board 35 Bushels Potatoes left the two Canadas in the Calabons

Remarks Friday 10th

First part commences fine weather got off the remainder of our Potatoes Finished our Bowsers at Sunset the Boat was all in Sailed off Some Square with rain Middle Latter part one Capstan or Boat Lost the Sails to day and hung the Bunkins up So ends

Remarks Saturday 11th

First part commences fine pleasant weather one watch a Shore on Liberty at Sunset they got away all It is not first yet the Superintendent putting a Coat of Paint on the rail Carpenter in the Hold the another Middle Latter part Sent the watch on Liberty So ends Ship all Well for Sea

Remarks Sunday 12th

First part commences Cloudy days pretty Shy watch employed on board making ready for Sunset the Liberty men all came off but Rogers Captain of the Pilot came on board to take us out of the upper middle Latter part unmoored from the Grand Battery in readiness to go to Sea So ends Moses at Anchor

On Board Ship George Howland
October 1st 1851

Remarks Monday 13th

First part commences fine pleasant and fair
Ship all ready for a voyage for a passage
unto Hong Kong. Middle part clear & pleasant
winds, all sails set in the ship going the
same but have it up and down the stays
are square, very moderate. Upper part steers
by the name of [illegible] Letter [illegible] not mentioned
Name of the Company has been sent
Book but no letter for him as yet
Women Boyhood has not been found yet Sd

Remarks Tuesday 14th

First part commences with fine
& pleasant weather & by night [illegible] a sail
to the Westward got the Ship under way
with light variable airs Sent the Boats a fish
Middle part light airs and Calm employed
5 Boats a hoy towing Sent the Boats a long
Side took them up with Boats & got them
hoisted up the Boats Steering to the Eastward
Kept off the Ship by the wind Upper part
fine weather steering Eastward
& Sun Shone having Ship by the Sd end

Remarks Wednesday 15th

First part commences good weather Moderate
in Sight of the Island Pedro Steering ESE by N
at Sunset Spoke a Sail and passed the Ship by
wind a beat the day passage may Weather
Moderate and Cloudy Middle part Steering on
a pass beating at night kept off and on
Sent boat in after Shoemaker Passenger
Latter & the Captain with a boats Crew went
a Shore the Captain left the boat Steering
SE and Laying off and on Upper part
is Still off and on this 24 hours Still off and
the Captain thinks of giving him his discharge
as it is his request Sd end fine weather

Rev. Sh. George Howland

October 1851

Remarks Thursday 16th

First part Commences fine pleasant weather Capt Cammett on Shore Employed shipping Potatoes on deck the Ship is about 30 Ships Laying to anchor in Shanghai Middle part weather Continues the same Latter part at 8 Sent the boat on Shore with Mr Abbott Do ends light airs and Calm

Remarks Friday 17th

First part Commences fine pleasant weather The Ships staying off and on the Shanghai anchorage At 3 the boat Came off with the Captain and Do first part the Pilot taken a Chinese Ship took up the Boat and left the Ship off for Wahpoo between Chinese Vessels Middle part and moderate Steering to the E & N Latter part at 9 Opened the Shanghai Creek the Low Boat town Capt Cammett went a Shore to get letters and Shipped two or 3 men Do ends Ship staying off and on

Remarks Saturday 18th

First part Commences good weather at 1 the Boat got back the Capt Stoped at Lungs took in Sixty one Spars Middle part Standing to the S and Eastward until 1 opened Ship Yang to the westward Latter part Standing E S E distance 8 miles Middle part Standing in for Shanghai Creek at 8 Sent the Boat in at 11 the Pilot brought on board at 12 Hove up the Anchor and Stood down the Creek Capt Cammett Sent off Provisions to the Ships Pilots and Thomas Duncan a Shore to assist them Ship staying off and on

In the Sandwich Islands

October 1851

Remarks Sunday 19th

First part commences fine weather
at 8 went away the Boat for the last
time to the Captain Our Steward him leaving
us in the Boat with Mr Manchester the third
Mate and Mr Cornish the fourth mate and in-
-stead of Steward the mate Mr William Smith
all to go and remain with all hands on board
and mind strictly for I see Trouble in
Store Supper with Grace at 11 Latter Part
Thunder Storm Middle & ends Moderate
& fine at 8 Light Airs Variable &
first Employed Setting Sails Reefing Furling and
Shaking out the Sandsails &c &c

Lat Obs
Long Obs

Remarks Tuesday 21st

First part commences fine weather Light Airs and
Employed Sending up the Royal Masts Yards and
Rigging in the Middle and Latter part Light airs
Setting and Taking in the Sails Employed
Shaping the Standing and Running Rigging
as Usual So ends Ranni Cloudy & Variable
Winds

Lat Obs
Long Obs

Ship George Howland Bound South
October 1851

Remarks Wednesday 22d

First part commences with light airs
& pleasant weather
the watch employed in Setting up Middle
Gaff Saw Latter part with light breezes
& Steering SSE employed Cleaning the Boats
So ends light breezes from E

Lat Obs
Long Obs

Remarks Thursday 23d

First part commences with light airs
& pleasant weather the
Blacksmith employed Blacksmithing
middle part more
light from E until 11 AM Capsized to SSE
with a fine breeze Steering SSE
at 4 PM more
away again gave Chase to the SE
latter part
more light airs SE by S the Blacksmith employed
mending the Whale Boats Steering
as before in Lats & Longs

Lat Obs
Long Obs

Remarks Friday 24th

First part commences with
light Baffling airs employed Painting Boats
inside and out middle part more
Breezing and
Clear with fine Pleasant light Breezes from
the Southward Steering as before in Lats & Longs

Lat Obs
Long Obs

Remarks Saturday 25th

First part commences with light
Breezes from the Southward Steering
from So to SSE and
at 8 AM saw a Sail
Steering

On Board Ship George Hamlin

October 1st 1851

Remarks Sunday 28th

First part Commences Stony Ridge with fine Clear Sleighing & the prospect of the Same continuing the Settlers are in fine and merry Spirits this Settlement again as the fog gives Satisfaction made Sail & Steered

Lat Obs 15 27

Long Run 154-26

Remarks Monday 29th

First part Commences fine breeze from the West Sleighing with the Ship Sailing Some Squalls with rain Lost in the Fog Banks Sounded Soft ground Middle part Clear & Pleasant Settlers Employed in their Boats

Lat Obs 14 24 08

Long Run 155 28 45

Remarks Tuesday 30th

First part Commences good weather with a moderate Sea Sailing Employed Steering & Sleighing Middle part Commences with Clear Weather South part Commences with Cloudy Weather & Squalls Steered

Lat Obs 12 14

Remarks Wednesday 31st

Long Run 154-21

First part Commences fine pleasant weather the Clear Sleighing & the wind to the SE Sailing employed Steering & Sleighing Commences with Squalls & rain Middle part Clear & Pleasant Lost Sight of Mount Royal Isle Middle part & South part Ship Sailing Employed Steering & Sleighing Commences with Squalls & rain Middle part & South part Clear & Pleasant Settlers are employed in their Boats

Lat Obs 10 11

Long Run 153 23

Ship George Newland from South
Cibao to D 1851

Remarks Thursday 30th

First part commences fine weather and strong
breezes from ESE by E keeping by the wind heavy
SE by E the watch employed variable winds middle part
wind and weather same latter part wind more
moderate from E employed painting the ships sides & mast

Lat Obs 8-25
Long chron

Remarks Friday 31st

First part commences with a light breeze
from ESE Ship keeping by the wind at 1 Past
Ship Ledge to the eastward, middle part keeping
ESE until 4 wind Veered to the Eastward gave Ship
leeway to the Southward latter part wind light and
baffling from the Southward and Eastward the
watch employed setting up Gripe and fly gibbs
rigging &c and light airs and calm weather

Lat Obs
Long chron

Remarks Saturday 1st

First part commences fine weather with
light baffling winds at 3 past 6 PM Steered SE
moderate breeze employed setting rigging middle
part light breathing winds latter part wind and
weather with the same &c end

Lat
Long

Remarks Sunday 2d

First part commences Thirty fine weather
with light baffling airs at 2 weather Clear up
with a breeze from ESE at 8 PM SE middle
part wind light and baffling Keeps the Ship and
Ship away at 3 past 9 PM SE by E Ship
heavy to the Eastward rang Quarter watch
at 12 light Clear weather latter part Clear weather
with a moderate Sea and breeze from SE Ship on the Starboard
tack

Lat Obs 14 Long chron

On Board Ship George Hamlin

November A D 1851

Remarks Sunday 3d

First part commences with wind SE
at 4 Picked up 3 Whales plenty of Birds and
fish passed the Ship Mt McIntyre bore E by
Sogether - middle & same Latter part Ends
Ship in Ships Duty Seconds

Lat Obs 7 4
Long Chron 149 41

Remarks Tuesday 4th

First part commences with
wind from ESE & Squally & Middle part Strong
Gales & Thick Rainy Latter part more moderate
with the same Ends in Ships Duty Seconds

Lat Obs 4 35
Long Chron 151 29

Remarks Wednesday 5th

First part commences with Squally Showers
ends with a strong Gale middle part
moderate Breezes with Rain & Thick
Rain and weather the same Seconds

Lat Obs 2 50
Long Chron

Remarks Thursday 6th

First part commences with a good breeze
and Clear SSE being SSE the wind came
to SE by E part of the Latter part made sail
Latter part wind and weather the Same Seconds

Lat Obs 1 11 S
Long Chron 150 46

Remarks Friday 7th

First part Commences with a strong breeze from
ESE Clearing & the most heavy Squalls Ended
Rainy Middle part with Squalls & Rain
Ship steering SE by S Latter part Showery Seconds

Lat Obs 5 6 S
Long Chron 151 1

Sh[illegible] George Strickland En Route

Remarks Saturday 8th

First part commences with fresh breezes from E & E by S with the wind hauling SSE middle part with the same [illegible] part giving Light Showery Weather one of the Crew Deserted Sheets Soundings

Lat Obs
Long Chron

Remarks Sunday 9th

First part commences with Light Showery breezes middle part windy and weather the same latter part continues the same Soundings

Lat Obs 5 42
Long Chron 15 0 20

Remarks Monday 10th

First part [illegible] more moderate middle part wind moderate from E by S latter part with fine weather employed the same employed [illegible] some of the Sheets Soundings

Lat Obs 7 40
Long Chron 15 0 04

Remarks Tuesday 11th

First part commences with moderate the Blackstone employed [illegible] Sounding Sheets middle part the same employed with variable winds until 11 and 1pm E SE & Cons SE latter part the same Soundings Picked up a Cask

Lat Obs 8 45
Long Chron 14 9 34

Remarks Wednesday 12th

First part commences with a fine breeze from E SE & Cons SE the watch employed in Sounding middle part Showery Cons Employed with [illegible] latter part Showery Squalls and Good Weather Soundings

Lat Obs 11 10
Long Chron 14 8 41

On Board Ship George Newton

November AD 1854

Remarks Sunday 12th

First part Commences Strong breeze Jamr
& Ends at 3 PM all the Eight watches
Employed Reefing Sails Ship Labouring
Lots Sea Running Ship E S E

Lat Obs 18-54
Long Chron 14-55

Remarks Monday 13th

First part Commences Cloudy Squally
weather with Heavy Rain & Strong
breeze from E by S Ship Labouring
Middle part at 8 Double reefed the Fore sail
Main Topsails set & Wore Ship to the Eastward
on the larboard Tack Ends Squally
Rainy Weather Ship Labouring Heavy
Sea Running Ship E by S

Lat Obs 18-54
Long Chron 14-57

Remarks Tuesday 14th

First part Commences with fresh Gales
from E Steering ESE Sent Square Sail
Yard & Royal Mast Head Middle part
Strong Breezes & Squally with Rain
Ends with Strong Breezes & Squally
Weather Ship Labouring Heavy Sea
Running Ship E by S Expecting to be
Abreast of Dungeness Point Otherwise
Employed Ends as Commenced
Latter part at 4 got Gun & boat the
Larboard Cable Commenced with a Boat
a Stream Anchor & one Hawser from
the Ship Ends Set Gales Strong
Ends as

Ship George Howland

November of A.D. 1851

Remarks Sunday 16th

First part Commences first have wind from E by S at 1 PM Comm'd Lime off the Nantucket Bell Buoy Steered out the Westward to the Eastern Edge of Nantucket Shoals Set the Sails for the Southern Edge of the North Shoals from 1 PM to 8 PM Moderate Single reefed Topsails and Courses Middle part Moderate and Cloudy with the Same to ends

Lat Obs 20-00
Long Chron 150-34

Remarks Monday 17th

First part Commences with the Same Course & Sails Set Light airs Variable at 1 past 4 AM Saw Nantucket Light bearing W by N Distance 9 Miles middle part Moderate and Cloudy with the Same to ends

Lat Obs 22-51
Long Chron 151-4

Remarks Tuesday 18th

First part Commences with Moderate and Cloudy weather at 4 PM Saw the Old Light on Gay Head bearing N by E Distance 9 Miles middle part Moderate and Cloudy with the Same to ends

Lat Obs 24-32
Long Chron 151-44

Remarks Wednesday 19th

First part Commences with fine weather and Moderate Sea at 6 PM Saw Light on Gay Head bearing N by E Distance 9 Miles middle part Moderate and Cloudy with the Same to ends

Lat Obs 26-57
Long Chron

On Board Ship George Howland

November 1st 1854

Remarks Thursday 28th

First part commences with a light breeze from S.W. Steering S.E. Took the outer Godetship and Steered it for a time on South Spoke an English ship bound to Liverpool Made sail and gave chase Lowered away the Gig and Boarded her Found her to be from Liverpool bound to Cape Town Left her at 2 P.M. Long Chase

Remarks Friday 29th

First part commences with cloudy weather and moderate from S.S.W. at 4 P.M. commenced reaping & Steering N.E. by E. from the S.W. Cape Light Middle part and light winds Steering Same Course Left Cape Light at 8 P.M. Steering N.E. by E. Some Squalls Thick rainy weather

Remarks Saturday 30th

First part commences Thick rainy weather with a light breeze from S.S.W. Course N.E. by E. Same Steering Middle part and windy Squalls Steering N.E. by E. Thick rainy weather Ended Steering N.E. by E. Left Cape Light at 8 P.M. Long Chase

Ship George Newlan Bound South

November A.D 1851

Remarks Sunday 23d

First part commences with fine weather
and gentle breezes from W.S.W. Course S. the
middle part employed as before the winds
moderate and variable the latter part
calm until 12 noon, breeze up from S.S.W.
breezy fine, latter part
gentle breezes from S.S.W. So ends

Lat Obs 33 38
Long Run

Remarks Monday 24th

First part commences fine weather
with a fine breeze from S.S.W. Course S. by W.
one point W. middle part moderate
& light from the Westward Stormy & Squally
part fine until 1 p.m. breezy up from S.S.W.
Sent the Mainsail in Reef the Foresail

Lat Obs

Remarks Tuesday 25th

First part commences with fine weather
Course S. by E. employed steering the Ship
by Compass the Ship goes a round the Ship
Ships head mid. pr. Ship 8 Glass
weather calm but Sick weather with light
airs until 8 Clock p.m. Sam fine breaks
So ends employed steering the Ship

Lat Obs 36-30

Remarks Wednesday 26 Long Run

First part commences fine weather employed
steering the Ship with the Compass Ship
under Mizen Topsail Reefed Mid. pr. Ship
under Mizen Topsail & Foresail Latter part
fine weather at 4 bent the Foresail to
Mizen Topsail & Foresail Reefed
at 8 Clock Plenty of fish about the Ship

U.S.S. George Washington South Pacific

November 1 1854

Remarks Thursday 27th

First part commences fine weather with a light breeze from SW & ends the same. Middle part commences with the same weather & ends the same. At 8 P.M. Double reefed the topsails & furled the courses. At 12 Double reefed the topsails & furled the courses. So ends the day.

Lat Obs 40° 8 South

Remarks Friday 28th

First part commences with light breezes from SW & ends the same. Middle part commences with the same weather & ends the same. At 8 P.M. Double reefed the topsails & furled the courses. At 12 Double reefed the topsails & furled the courses. So ends the day.

Lat Obs 41° 6'

Long Obs

Remarks Saturday 29th

First part commences fine weather with a moderate breeze from SW & ends the same. Middle part commences with the same weather & ends the same. At 8 P.M. Double reefed the topsails & furled the courses. At 12 Double reefed the topsails & furled the courses. So ends the day.

Lat Obs

Remarks Sunday 30th

First part commences with light breezes from SW & ends the same. Middle part commences with the same weather & ends the same. At 8 P.M. Double reefed the topsails & furled the courses. At 12 Double reefed the topsails & furled the courses. So ends the day.

Lat Obs 41° 35

Long Obs

On Board Ship George Auckland S. P.

December A.D. 1851

Remarks Monday 1st

Ships first Commences Strong breezes from S.S.E. to the Southern part moderate & fair Set Sails & Steering to the Eastward Latter part Ditto & Steering to the Eastward Latter part more and weather much the same Speed 5 Knots Lat Obs Long Obs

Remarks Tuesday 2d

First part Commences with Strong breezes from S.S.E. to the Southward fair Latter part moderate & fair Set Sails & Steering to the Eastward at 8 took in Gibb and Spanker the wind Veering to the Southward at 1 took in the Mainsail and took up the Boats mid Ditto Latter part and fine Strings Set Gibb Spanker & Mainsail and Single reefed Topsails So ends fresh Gales & Squally with Rain Lat Obs 42.35 Long from Obs 14.06

Remarks Wednesday 3d

First part Commences rather more moderate & fair Set Topsails & Mainsail Beam to Starboard Tacks & Steering to the Eastward Latter part Steering the same Course Set Gibb Spanker & Staysail Middle part at 1 Double reefed the Topsails took in Mainsail and Gibb Latter part Strong breezes & fair Squalls Strong Gales from Obs Latter part Set Mainsail Single reefed Topsails Gibb & Staysail So ends Lat Obs 43.17

Remarks Thursday 4th

First part Commences with more moderate & fair Steering to the Eastward with Gibb Staysail & Mainsail Set Latter part Steering to the Eastward with Gibb Staysail & Mainsail Set at 8 Lowered up the Boats & Hove the Ship to in the Sea with Gibb & Staysail Set at 8 Lowered down the Boat Could not get near him So ends fresh Gales and Squally Steering SE by E Nothing but Whales in the Sea Lat Obs 44.12 Long Obs 12.2

Ship George Henry

December 9th 1851

Remarks Friday 5th

First part commences fresh breezes from W.S.W. Steering E.S.E. Middle part ditto Latter part ditto Employed in mending Sails Steering E.S.E. fresh gales from the Southward Ship rolling heavy and shipping a great deal of water

Lat obs 45.58
Long Chron 151.45

Remarks Saturday 6th

First part commences with fresh gales and cloudy weather Set double reefed topsails and main trysail Middle part ditto Latter part with the same Steering E.S.E. Employed mending Sails and Splicing

Lat obs 45.26
Long Chron 156.20

Remarks Sunday 7th

First part commences fresh gales from W.S.W. Employed the people at the pumps and mending Sails Middle part ditto Latter part ditto Set fore Topmast Studdingsails Set and made

Lat obs 45.41

Remarks Monday 8th Long Chron

First part commences with fresh gales and cloudy weather Middle part and Latter part with the same Employed repairing the fore Topsail Set and

Lat obs 45.42
Long Chron

Ship George Truslow Comm East

December 1 S

Remarks Tuesday 7th

First part Commences with fresh breezes from South East Ship under Sail Fine weather Middle part Light Airs Calms and Variable Latter part Light Airs with Rain Ship Leaking

Lat Obs 24 52

Remarks Wednesday 8th

First part Commences Fine weather Ship Leaking by the Head and Steering Course East on Account the Main Sail and Jib being Wet Middle part Light Airs Calms and Variable Latter part Fresh Gales and Squally with Rain Ship Leaking

Lat Obs 24 54 8

Remarks Thursday 9th

First part Commences fresh Gales from E Courses East & East by North Ship Leaking and Pumped Middle part Steering E by N & E N E and Squally Weather Latter part Fresh Gales and Squally with Rain Ship Leaking

Lat Obs 24 56 0

Long Run 114 50

Remarks Friday 10th

First part Commences Fresh Gales from E by S Steering E by N & E N E Ship Leaking Middle part Fresh Gales Squally Weather Latter part more moderate Steering E by N & E N E Ship Leaking

Lat Obs 24 52 0

Long Run 114 27

On Board Ship George Rowland

December 1851

Remarks Saturday 13th

First part commences fresh gales from W.S.W. Steering E by S. Middle part more and weather. Middle the same Latter part light winds hazy & sultry more moderate Employed preparing for Homeward Standing Sail & Lands

Lat Obs 15.55
Long Chron 100.50

Remarks Sunday 14th

First part commences fresh breezes from W by S Cloudy & thick weather Middle part more and weather much the same Latter part mostly moderate & Cloudy Lands Same

C Fd Obs

Remarks Monday 15th

First part commences fresh gales from W.S.W Cloudy & Hazy Middle part Latter part more moderate & Clear Employed Same Employed with sails & Lands

Lat Obs 15.42
Long Chron 99.53

Remarks Tuesday 16th

First part commences fine weather with a light breeze from W.S.W Cloudy & Hazy Middle part Squally Latter part fine weather with a fresh breeze from S.W by W Cloudy

Lat Obs 15.58
Long Chron

Remarks Wednesday 17th

First part commences fresh breezes from W by S Cloudy & hazy Middle part Light Latter part Same Employed with sails and Land Lands

Lat Obs 15.44
Long Chron 98.21

Ship George Howland of Sag Harbor

December A.D. 1851

Remarks Sunday 18th

First part commences with a light breeze from SW Steering ESE the latter part of the day more moderate Latter part light breezes from West to SW employed in Setting and Taking in the Lower Studding Sails on the Starboard side

Lat Obs

Long Chron

Remarks Monday 19th

First part commences with a light breeze from West Steering ESE the latter part more moderate Latter part mid night from W Latter part mid night and Varying from the S and Westward employed in Setting Sails and nothing Seen but Spouts

Lat Obs

Long Chron

Remarks Saturday 20th

First part commences with light breezes Course made good ESE the latter part of the day & Course & part of the night per log with Sundry Squalls at 1 Saw in the Chase two Whales Supposed Sperm

Sam: Wing & Son's Sam Blatchley's

No Obs

Remarks Sunday 21st

First part commences with a moderate breeze from SW Steering SE by E the latter part Some thick with Squalls employed the whole part of 8 Am a Sail Standing to the Southward Westward & Saw Sperm Latter part more Breezy and Coming to the SW Steering SE by S Distance

No Obs

On Board Ship George [illegible]

December 1851

Remarks Monday 22th

First part Commences fresh breezes from
W.S.W. Going E.S.E. at [illegible] passed an English
Bark Steering to the Southward [illegible]
with thick foggy rainy weather [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] mainsail [illegible]
[illegible] thick rainy weather [illegible]
[illegible] Latter part at [illegible] wind moderate
[illegible] [illegible] [illegible] at
[illegible] main [illegible] and main [illegible]

Latt Obs 44.01
Long Chr 76.36

Remarks Tuesday 23th

First part Commences with [illegible]
[illegible] [illegible] from [illegible] going [illegible]
at Sunset [illegible] and [illegible] to the [illegible]
[illegible] [illegible] [illegible] [illegible] at 12
[illegible] Ship [illegible] Latter part [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] double [illegible] main and [illegible]
[illegible] [illegible] [illegible] and [illegible]
[illegible] [illegible] [illegible] and [illegible] of
[illegible] [illegible]

Latt Obs [illegible]
Long Chr 75.48

Remarks Wednesday 24th

First part Commences fresh gales
from [illegible] Ship heading to the [illegible]
[illegible] [illegible] [illegible] Sail [illegible]
[illegible] Spoke Ship [illegible] of New Bedford
[illegible] [illegible] [illegible] [illegible] at
Sunset [illegible] Ship heading to the [illegible]
[illegible] fresh gales [illegible] Latter part
[illegible] gales with rain at 11 [illegible]
[illegible] [illegible] Ship again [illegible]
[illegible] [illegible] [illegible] [illegible] freshening

Latt Obs [illegible]
Long Chr [illegible]

George Howland On Chile

December A.D. 1851

Remarks Thursday 25th

First part Commences with strong gales from W.S.W. laying to under Storm Sails Split sails at Sunset saw Ship to the Southward Middle part Commences with Ship to the Southward Strong gales Shortens sail to Reefed Topsails Ship Strong gales from W.S.W. with Squalls of rain So ends Nothing in Sight

J. S. C. Obs

Remarks Friday 26th

First part Commences with fresh gales from W.S.W. Set Close reefed Fore Topsail and Main Course to the Southward Middle part Strong gales Split Main Topsail Shortened down to Close reefed Main Topsail Set Fore Topsail and Main Course Middle part Moderate and Cloudy Set Fore Topsail Main Course and Storm Staysail Latter part Fresh gales from W.S.W. to W. Set Main Topsail Fore Course and Staysails So ends

Lat Obs 42 51
Long Run 15 00

Remarks Saturday 27th

First part Commences with fresh breezes from W.S.W. to W. Set Fore Topsail Main Course Fore Staysail and Main Staysail Saw Sperm Whales Middle part Commences with Fresh breezes from W. to W.S.W. Set Fore Topsail Main Course Fore Staysail and Main Staysail Saw Sperm Whales Latter part Commences with Fresh breezes from W.S.W. to W. Set Fore Topsail Main Course Fore Staysail and Main Staysail Saw Sperm Whales So ends

Lat Obs 42 58
Long Run

On Board Ship George Howland

December 1861

Remarks Sunday 28th

First part commences light gales from the S.W. South frequent squalls of rain Ship steering by the wind heading as she lays Ship rolling heavily at times shipping a sea occasionally by the lee Engine on at 6 Clock Pm the Log was hove at 8 Clock Pm Ship heaving and pitching heavily at times Middle part fresh breezes with heavy squalls Ship rolling heavily Latter part fresh breezes with heavy squalls Ship rolling heavily Decks wet

Lat Obs 42 31
Long Chron 75 01

Remarks Monday 29th

First part commences fresh gales from W.S.W. Ship on the Starboard tack making very heavy weather Ship pitching heavily Middle part heavy squalls from the S.W. Ship heaving to the Starboard tack making very heavy weather Ship pitching heavily Latter part fresh breezes from W.S.W. Ship heaving to the Starboard tack making very heavy weather Ship pitching heavily

Lat Obs 42 07
Long Chron 75 14

Remarks Tuesday 30th

First part this morning Shows light variable winds and calms Ship heaving to the Starboard tack making very heavy weather Ship pitching heavily Middle part fresh breezes and squalls from S.W. Ship heaving to the Starboard tack making very heavy weather Ship pitching heavily Latter part fresh breezes with heavy squalls Ship rolling heavily Decks wet

Lat Obs 41 41
Long Chron 76 14

On Bord Ship George Howland

December A D 1851

Remarks Wednesday 31th

First part commences with fresh breezes
from W S W Ship heading to the N Westerly the ship
under close reefed topsails and reefed courses [illegible]
Spoke at 2 Spoke Ship Marcus 30 barrells Sperm
Middle part heading N S W and moderating
Latter part good weather made sail heading [illegible]
employed refitting main topsail saw Blackfish
So ends

Latt Obs 38.57
Longitude 75-05

Remarks Thursday 1th

First part commences fine weather wind
from W S W heading N S E at 5 gammed with
Ship Marcus ~~[illegible]~~ we bent the main
topsail and unbent the other old one middle part
wind light from S S W at 4 lowered a boat
heading to the SE latter part at daylight
kept off to the N and Eastward fine weather
employed refitting the main topgallantsail
So ends saw finbacks

Latt Obs
Long Chron

Remarks Friday 2th

x First part commences fine weather with
light breeze from S W at [illegible] saw some Humpback whales
lowered the boats for them Starboard boat struck
one but drew iron [illegible] [illegible] in
[illegible] middle part took in the light sails
Ship [illegible] tacks [illegible]
[illegible] weather thickened up and [illegible]
[illegible] [illegible] commenced [illegible]
[illegible] of the Ship Standing to the
[illegible] [illegible] [illegible]
saw a shoal of Sperm whales going quick
[illegible] lowered 3 boats [illegible]
boat struck a [illegible] whale [illegible]
[illegible] got it to Ship and commenced
cutting [illegible] weather So ends

Ship George Hamlin

January A D 1852

X Remarks Saturday 3rd

Light [illegible] the latter mostly Some Squalls
Lightning [illegible] Moderate and Cloudy
[illegible] Made [illegible] Latter part
[illegible] Commenced Boiling at 8 AM
Steam Whales & Gain [illegible] Bbls
Sperm [illegible] Bbls Bone [illegible] the said
[illegible] [illegible] Saw Sperm [illegible]
[illegible] Ship more [illegible]

1 P M

Remarks Sunday 4th

First part Commences [illegible] Moderate
[illegible] Latter part Strong Gales and Squally
[illegible] Made [illegible] Some Lightning
[illegible] Latter part [illegible] Steam
[illegible] Boiling [illegible] Sperm
[illegible] Bbls Bone [illegible] Bbls
[illegible] Saw [illegible] Ship more
[illegible] Saw Sperm Whales

1 P M

Remarks Monday 5th

First part Commences [illegible] Moderate
[illegible] Latter part Strong Gales and Squally
[illegible] Made [illegible] Some Lightning
[illegible] Latter part [illegible] Steam
[illegible] Boiling [illegible] Sperm
[illegible] Bbls Bone [illegible] Bbls
[illegible] Saw [illegible] Ship more
[illegible] Saw Sperm Whales

1 P M

Ship George Howland On Whale Grd

January 1st 1852

Remarks Tuesday 6th

First part Commences with a fresh breez
from SE Ship employed boiling Sperm Oil
Middle part of 24 hours Employed Cutting
in Blubber Keeping the Deposits made Ship
heavy Ship Running under Short Sail
Latter part Light Airs & Calms Ship
employed Boiling Sperm Oil
Ship in the Following Situation viz
Lat 37.47
Lon [illegible]

Remarks Wednesday 7th

First part Commences fresh breezes
from SE & Ship employed boiling Sperm Oil
Middle part of 24 hours Light Airs & Calms
Ship employed boiling Sperm Oil & Keeping
Deposits made Ship heavy Latter part
Pleasant Weather Ship employed boiling
Sperm Oil & Ends fresh breezes
Lat Obs 37.46

Remarks Thursday 8th

First part At 1 PM Set Close reefed Main
Topsail hove to Latter part Shook Reefs
out Saw Sperm Whales Middle part
Moderate Ship employed boiling Sperm Oil
Latter part Light Airs & Calms Ship
employed boiling Sperm Oil & Ends
with Same Weather
Lat

On Board Ship George Newlan

January 9th 1852

Remarks Friday 9th.

First part Commences fine weather
& Ship on the eastern tack, Pilot left at 11
AM. Ship Lading. Ship Sailed at 5
PM from Philadelphia Commences Cloudy weather
Commences Light Airs until 12 PM Saw a
Sail to the South & Passed Cape
Henlopen Pilot Boat

Remarks Saturday 10

First part of the day Light
Airs with the Ship
at the Capes Delaware Bay
Standing up the Bay at 5
PM the Light Ships light on
Cape Henlopen Bearing
S.W. Distance 6 Miles
Light Airs & Calms
Pilot left the Ship
Pilot Boats from
Lat Obs 38 54

Remarks Sunday 11th

First part Commences fine weather
Light Airs & Calms Middle part Ship
Standing Down Delaware Bay
Ship Lading Ship Sailed at 9 AM
Light Airs & Calms Pilot Boat
Cape May Bearing at 1 PM
Light Airs & Calms Saw a Sail

On Board Ship George Thompson

January 1st 1852

Remarks Monday 12th

First part commences with light
Airs Baffling Winds & Squalls
Sandy Hook Light Bearing W by N
Distance about 3 miles At 8
Double reefed the Topsails took in Gib & Spanker
Standing on Starboard Tacks Latter part
Heavy Squalls with Rain Employed
Occasionally in Steering Sent
Watch below at 12 Noon Light Airs
Saw nothing of Sandy Hook

Lat Obs

Remarks Tuesday 13th

First part commences Light Airs
Pilot Boat in Sight Steering
at Sunset made Sail Standing
in for Land Middle part
Strong Breezes Employed
Steering Sent Watch below
Set Royals Split Royal Sail
and Set Royals Saw Block Island Bearing
West Obs

Remarks Wednesday 14th

First part commences with Light
Airs & Calms Employed
Occasionally in Steering
at 4 PM Saw Land Bearing
West Distance about 10
Miles Middle part Light
Airs & Calms Employed
Occasionally in Steering
Sent Watch below at 12
Noon Saw Land Bearing
West Distance about 5
Miles

Ship George Hanlan

January 1st 1852

Remarks Sunday 11th

First part Commences with fresh gales from S.W. this morning Down the Channel in the Main Tack at 3 made Steam again about 8 oclock at Sheppeys made Ship fancy Ship to the westward Single reef Main Topsail Gale Left part at 1 more Ship to the Eastward Sundries at 1 Close reefed the Main Topsail gales continues the same

S.W. by S.

Remarks Monday 12th

First part Commences fresh gales from S.W. Ship using close reefed main sail Sundry ships in sight Steering E.N.E. at 3 more Ship Spoke Ship Gratitude bound down with Coals at 7 more Ship to the Same bearing at 8 made again to the Eastward gales Continues Ship Sally Port the pilot boat Commodore with Pilot and Coffee Do

S.W. by W.
Light airs N.W.

Remarks Tuesday 13th

First part Commences with fresh gales from S.W. Ship Going E.N.E. at 3 more moderate double reefed Main Topsail Single reefed Main Topsail Ship to the Eastward Washing Ship Sundry more Ships not visible Sundries Ships part Gales and cloudy at 11 Ships Ship hauled to the wind in the Set the mainsail Do and Do Moderate

S.W. by S.

Ship George Howland Cruising

January 1st 1852

Remarks Sunday 18th

First part Commences Cloudy Thick weather
Ship Cruising under Reefed Topsails Gentle
Breezes and Clear at 8 Oclock Spoke my Bark
Lagoda of Nantucket Bound in the Northward
Hemisphere Middle part at 12 more Ship
Heading to the Eastward at 2 Oclock Spoke
the Ship Ann Wheeler of Fall River Bound
in Light Airs and Calms at 4 Oclock Spoke
a Bark 5 miles off Bound in Same as
with the Same Ship at Sunset Steering

Lat Obs 3°44

Remarks Wednesday 19th

First part Commences Cloudy Moderate Pleasant
Weather Ship Cruising Ship Heading to the
Eastward at 8 Oclock Spoke the Ship Ann
Wheeler of Fall River Bound in Same as
Yesterday at 12 more Ship Heading to the
Southward at 2 Oclock Spoke the Ship Lagoda
of Nantucket Bound in Same as Yesterday
at 4 Oclock Spoke the Ship Ann Wheeler
Bound in Same as Yesterday at 6 Oclock
Spoke the Ship Lagoda Bound in Same as
Yesterday at 8 Oclock Spoke the Ship Ann
Wheeler Bound in Same as Yesterday

Lat Obs 3°22 S

Remarks Tuesday 20th

First part Commences with Cloudy Weather
Ship Cruising Under Topsails Gentle Breezes
at 8 Oclock Spoke the Ship Ann Wheeler
Bound in Same as Yesterday at 12 more
Ship Heading to the Southward and Eastward
Cruising at 2 Oclock Spoke the Ship Lagoda
of Nantucket Bound in Same as Yesterday
at 4 Oclock Spoke the Ship Ann Wheeler
Bound in Same as Yesterday at 6 Oclock
Spoke the Ship Lagoda Bound in Same as
Yesterday at 8 Oclock Spoke the Ship Ann
Wheeler Bound in Same as Yesterday

Lat Obs 3°54

George Fowler

January A D 1852

Remarks Wednesday 21st

First part Commences with Clear
moderate weather at two bells am Spoke
at 4 bells am Left of Elbow Point and
Comences with moderating light breeze
light airs and Calm with Rain Squalls
Sailed and upon light Airs & Calms
So ends Pt. employed with the mates &
a Crew Painting the Bottom

Remarks Thursday 22d

First part Commences with light
Airs & Calm and Cloudy during Squalls
part Same with light airs from the
from the N and Eastward So ends

Remarks Friday 23d

First part Commences Thick Foggy
and Calm Middle part at 8 bells Spoke
the Ship Thomas Hyde of Nan Bell 29 days
from Liverpool Gathering with the land
in Site about 25 miles off

Latt Obs 36-21

Remarks Saturday 24th

First part Commences Clear pleasant
with light airs from the Westward Steering to suit
in Company with the Thomas Hyde at Sunset
She Bore away Thick Foggy again with light airs and
Calms Steering Sundry Courses Middle part Commences
moderate Latter part Light Breezes Steering Sundry
Courses by the Log & by the Compass Under
the Lee of the Island Nan Tucket
to Anchor the Island in Company with the Ship
Thomas Hyde with Sundry Vessels

Ship George Newton

January 4th 1852

Remarks Sunday 26th

First part commences with wind light from the S.W. & Steering for the mouth of Tallahuano Bay at 8 came to anchor in the port of Talcahuano in 7 fathoms of water, unmoored at 8 PM clear. Shipped two seamen, finished at 9 PM with a thick fog. Fifty first watch. Same nothing seen during Sunday. So ends

Remarks Monday 27th

First part commences clear, wind fine breeze from S.W. by S. got off a barrel of potatoes and fresh beef and two hundred onions from Shore. Finished at twelve same day. Got off 2 casks water. Got off 8 casks more for Cargoe for water and sent a Shore 15 casks empty. Got a Shore filling water the rest employed filling empty casks from water and getting more Cargoe from water. So ends

Remarks Tuesday 28th

First part commences fresh breeze & steady got off the rest of the Cargoe for water and Shipped it ready at 8 got off the rest of the casks for water makes a total 80 casks filled for water. Sent a gutter next a Shore for water. Got empty casks off water and Spring in pump. Got Captain Sap 6 barrels of Flour and two barrels of Spring Oil of the So pays at 12 got off the last of the water which makes a total 150 barrels So ends fine weather

Ship George Hudson

January 1st 1852

Remarks Wednesday 28th

First part commences with fine weather all hands employed stowing away an getting off Potatoes, Light airs Pleasant Latter part getting off Potatoes employed as yesterday and Steering the Course Steam

Remarks Thursday 29

First part commences with weather got off part of about 600 Bushels and got our ours we have now about 1/3 of Potatoes and 2 Pigs Made and Pallisants in preparing all hands employed as yesterday Steering the Ship Course Steam Light Breezes and Pleasant Weather

Remarks Friday 30th

First part Commences with moderate all hands on board as Passengers Sober on this Day at 12 Sept the Boat in for the Captain of the Pilot Cutter received from the Boat Came off with our Pilot Boarded a fine Breeze Latter part one of Passengers Came on board this day Light Airs & Steady Course Steering NE by E in the Calebogus Took pilot and Latter part moderate Steam

Ship George Thurlow — Fiji Sea

January 1st 1852

Remarks Saturday 31st

Light Airs Commences with weather
all hands as Busy as Possible Clearing
up decks for the New Year and
Stopped out of the Bay of Tabakuan
at 4 PM Employed Stowing anchors and
Chains after which all Clear of the Bay Set
more all Sail Steering NE by N Wind
keeping fresh with Smooth water
and Sun Set as Usual

Left Obs
Long Chron

Remarks Sunday 1st

First part Commences with weather
Sun Shining Bright Whales and Birds Passed
at 8 PM Spoke Ship Benjamin Rogers
Rodgabouts from Sydney for Stearing
by the same keeping Light Airs and Calm
to the Westward Employed Setting Sails
Heaving Lead and Log at 12 PM Light breezes
Sun enabled Ship to Run 6 Miles
Set 6 Sails

Left Obs

Remarks Monday 2d

First part Commences with Light weather
more from the SW at 8 PM Spoke Ship Two
Ways Captain Cayley from Liverpool
Bound Ship keeping in the Westward at 12
Noon Set Mizen Royal Fore and Course
Light fair weather Employed Cleaning
Ship and Setting a Studding Sail Boom
Iron Rigging at 4 PM Set Studding Sail
Lower and Topmast Studding Sails
Set and Struck Several times
Set 8 Sails

Left Obs 9511
Long Chron 1200

On Board Ship George Howland

February A D 1852

Remarks Tuesday 3th

First part commences good weather
employed Blacksmithing and so on [illegible]
fresh [illegible] at sunset [illegible]
[illegible] up the [illegible] Middle part light winds [illegible]
Latter part fresh breezes with clear weather
[illegible] the [illegible]
[illegible]
the [illegible] Blacksmithing and [illegible]
So ends [illegible]

Latt Obs 34 33

Long Chro 81 24

Remarks Wednesday 4th

First part commences fresh gales
from [illegible] ~~[illegible]~~ [illegible]
the wind to the [illegible] [illegible] and
[illegible] employed building a [illegible]
the [illegible] Middle part [illegible]
[illegible] the [illegible] wind [illegible] Ship [illegible]
Latter part light same cloudy weather [illegible]
the [illegible] So ends

Latt Obs 34 44
Long Chron 81 04

Remarks Thursday 5th

First part commences fresh gales from
S S E [illegible]
[illegible] thick [illegible] weather
at sunset [illegible] in the mainsail Middle
part same Latter part Set the mainsail
[illegible] at 6 [illegible] the [illegible]
employed [illegible] the [illegible]
[illegible] but [illegible] and [illegible]
So ends weather the same

Latt Obs 34 57

Cruising off Massachusetts Bay
February 1852

Remarks Friday 5th

First part Commences fresh breezes
from NNE thick hazy weather
Split reefing Topsails & double reefed
Topsails and Courses middle part Reefing
Snow & Sleet Latter part more moderate
and Clear Still pursuing the Latch per
Same nothing else remarks Do Lats

Obs

Remarks Saturday 7th

First part Commences Cloudy weather
The middle principally moderating Winds & Squally
at Sunset Shaping Course Single Reefed Topsails
& Courses Lighthouse Bearing NW by W
in Distance of 10 Leagues Middle part Employed
Making Sail & Steering Course 20 miles
So End nothing else

Obs
Longitude

Remarks ~~Monday~~ Sunday 8th

First part Commences ~~and weather~~
with NE Steering & Employed Carrying
out in the after hold at 3 Sunset Sail
& Struck Split Courses Reefed Topsails
for Clearness Storm middle part Steering Course
Latter part Cloudy hazy weather fresh gales
pass Etc & Winds Same Do

Obs

Ship George Howland

February 9th 1852

Remarks Monday 9th

First part Commences Fresh gales from SE Standing off & on under close reefs Sails and Employed Middling part with Wet Decks Thy Came Later part more Moderate Thy Employed Setting over Rigging & Bent New Mainsail Steering Course SE by S Set Single reef Topsails Do

Lat Obs 28:50 S
Long Run 80:21 W

Remarks Tuesday 10th

First part Commences Fresh Gales Steering SE by S Standing off & on Employed Carpenter Repairing Boat Middle part Moderate Weather Set Single reefed Topsails Middle part of the day Employed Repairing Boat Latter part Light Airs & Calms Employed Repairing the Cutter Main Topsail

Do ends at 10 Am

Lat Obs 29:41
Long Run 77:15

Remarks Wednesday 11th

First part Commences Fresh Gales Employed Repairing Boat Standing off & on with in a Mile & half of the Land with the Main Yard Aback Cast Anchor upon in night Sent a Boat on Shore Thy Ships Company all Employed Their Boats in Shore Middle part Thy Employed Getting off Boat Latter part Thy Employed Getting off Wood & Water Middle & Latter part Employed Repairing the Main Topsail

Lat Obs 29:42
Long Run

Ship George Hinman

February 1st 1852

Remarks Sunday 1st

First part commences fine weather employed
unloading the Coal from Lighter
main yard Staging &c Pilot boat
Steering &c Latter part Light breezes from
SE thus Same So — Ns in weather

Lat Obs 29.5.2
Long by Obs 78.3.

Remarks Monday 2d

First part commences pleasant
weather wind moderate from SE to SSE employed
repairing Sails Blacksmithing and Carpenting
Work for main Courses Same as
past with Pilot Steering &c Ships.

Lat Obs 29.0.8
Long Chron 78.4.0

Remarks Tuesday 3d

Remarks First part commences
fine breez from ESE Steering SE pointed the
Ship South Pens under the foresail Stowed
Jib and Spanker Employed in Shifting Blacksmith
employed repairing the Stove Same in the
main part Do and rain and weather Same

Remarks Lat Obs 28.5.0 S
Long by Chron 78.0.45 W
15 M

First part commences Moderate weather
the blacksmith employed repairing the
Iron work Pilot boat Same as
Yesterday Steering SE and Same
SE thus by weather So and

Lat Obs 28.0.0
Long Chron 77.3.0

George Hanlan

February A.D. 1852

Remarks Monday 16th

First part Generally fresh breezes with rain & Steering ESE & E Saw an English Brig Steering about South South East in the afternoon to the windward & Steering to the Eastward Latter part Generally Cloudy with rain & Squalls Light Airs & Calms

Lat Obs 15-44
Long Run 15-20

Remarks Tuesday 17th

First part Generally fresh breezes with rain & Steering ESE & E Saw an English Brig Steering about South South East in the afternoon to the windward & Steering to the Eastward Latter part Generally Cloudy with rain & Squalls Light Airs & Calms

Lat Obs 15-40
Long Run 15-20

Remarks Wednesday 18th

First part Generally fine weather Steering all Sail Steering E by S & the Latter Part Cloudy & Rainy Steering Under Sail Saw a Sail at Daylight Made Sail Came up with & Spoke her Saw a Number of Boobies on the Afternoon Watch in the middle of the two Seasons Saw one of the Boobies on one of the Yards Latter part Generally Fine weather & Calms

Lat Obs 15-4
Long Run 15-4

Ship George Hinton Bound
February 1st 1852

Remarks Thursday 19th

First part Commences fine moderate
weather with Variable Winds at
one Steering NE & W The Blacksmith
employed making pins & repairing the Gun
with Night Watch Set Set Down
weather with light Airs and moderate sea
Set Sail

Remarks Thursday 20th

First part Commences moderate
weather Course NE & E employed mending
Sails & repairing Rigging & Gear Watches continues
Same throughout employed as Yesterday
at 8 PM Saw Portland Head Light bearing
at 9 PM saw Portsmouth Light bearing

Remarks Friday 21st

First part Commences fine pleasant
Employed mending Sails & Repairing Rigging
Steering NE & W by N Middle and Latter part moderate
weather Continues the Same Several Sails set
Blacksmith Do and Mind mending Gear

Remarks Sunday 22nd

First part Commences light airs and fine
Steering SW & W by W employed in Shifting
and Bending Sails Watches Continues
with Same Do and Latter part Strong winds
with Snow

To the Galapagos Islands

Remarks Monday 26th

First part Commences fine weather
Cons the Ships yawl & boats
ps Black fish with an Indian canoe
fine breeze Latter part employed
in the yawl down and fill the gall
down part the ships up to clean it
in the mouth of the River at a new
built by master gil Bay, and fine a fine
boat in by the Starboard B. the Jack fish
master gil in the B. and one Sail in at

Left Obs 8.30
Lat

Remarks Tuesday 27

First part Commences fine weather
employed getting up the gall down Ships
Bridle and Latter in the Middle
Same employ Latter part fill wood
and Boats ps Black fish Jack fish &c

Remarks Wednesday 28th

First part by all hands fine Sl Shoving
off the Ships Bottom Latter the Starboard Side
and Stores and Boats ps and Cleaning
well in side Same as Last Middle part
Cons the Same employ fine Sl
employed Shifting Ship Set Sail any Canoes
or the Inhabitants down any Sailing in
the neighborhood fine breeze

Left Obs 8.27
Lat 8.08

Remarks Thursday 29th

First part Commences fine weather
employed Boats ps Fishing on the Black fish Bank
and painting Ship &c mid Cons Ship Left Obs
Lat

On Bd Ship George Washington

February 1st 1832

Remarks Friday 27th

First part Commences with moderate weather
employed Cleaning Ship at 3 Quarter Watch
on the Starboard Tack Standing off & on with a
Light Breeze Some Squalls with rain
Steering NW & W Course Lay to for Weather
part with the Same with light Baffling winds
from the Eastward the latter part Strong Gales
& Squalls with heavy rain

Sett Obs

Remarks Saturday 28th

First part Commences Some Squalls
with Light Showers of rain with light Airs
& Variable part Squally Baffling winds
Latter part the Same So ends Pleasant
weather

Sett Obs
Long Chron 87°06

Remarks Sunday 29th

First part Commences with light Baffling
winds from the S and Eastward Cloudy
Chilly & Variable part Squally and Weather
Latter part Continues the Same with frequent
Squalls of rain Sun Rises and we Sail
Standing to the Southward So ends

Sett Obs 206
Long Chron 98°07

Remarks Monday 30th

First part Commences good weather with a
moderate Breeze from E by S Steering SW by W
& Saw Charles Island one of the Galapagos
Steering off & on Steering up for the Land at Sunset
the Island bearing SW by W distance 15 miles Middle
part Steering off & on part of the time Calm Latter
part under Sail in Sight of the Island Runaway
Bay Peak Ship part Continues Calm the Island
a bout 10 miles off Sunny So ends

Remarks Tuesday 31st

First part commences light airs from
South West and passing fair for the
anchorage on the West Side of Trinidad
Island at first part cloudy the rest part
close and sultry at 8 AM weighed
and made sail in company with the
Sea Flower was employed getting
the Stage up was nothing to be seen except rocky
and Water there is about 20 people on the Island
Middle and Gabi the Officers Shooting Pigeons
as usual - at 1 PM Sent on Shore
employed Cutting the Grass on the Starboard Side
and painting the Sail a Round Boards

Remarks Wednesday 1st

First part commences Gentle breezes
employed painting of Smart Sent the Boat
in charge of the Tribe Men William Marksfield
Corporal Gen Williams Gibson &
Wagner Went to Goose Great came off with
our Water we Expect the Star superior Friday
Latter part of Sundry Light Airs Employed upon
a Shore the Reading Men was Sent on Shore
Cove off Watering a Shore any Several of
the Spaniards went in Pursuit of them
no being on Shore I Dont see the Grounds of the
4 men Leaving Mighty except the Black Natives
may be for their Benefit employed
the Boys on the Gangway Sent down Coal Rainy
Part of the Latter Deals Do ends

Remarks Thursday 2d

First part Cloudy

Ship George Howlands Log Book

The blank in this book was caused by the Ships being taken by Pirates and know Capt or mate on Board

1852

Sow now to commence anew

April 29. C. S. H Connell took charge of the Ship from Capt Smith a Capt appointed by the Consul sow ends this day

April 30th Ship lying at Guayaquil nothing doing, 3 men on board the Mate and 3d Mate of the Cow on board the Sloop of War Portsmouth waiting to come up the river sow ends this day

Ship George Howland at Guayaquil

May 1 lying at anchor nothing during on board

May 2d as above — — ——

May 3d Do — — — ——

May 4th Do

May 5th Do

May 6. The Mate & the men on board of the Portsmouth came on board sow ends this Day Francis Morse Reuben Talkman, James Mellen Mark Driscol deserter Still ill

May 7. still lying at anchor — Employed in clearing our Chains sow ends

May 8. employed in washing Ship and other small jobs at 12 M. P. A Spanish brig came to anchor close Under our bows sow ends this day.

Sund. May 9 At 7 o'clock A.M the Brig that Anchored close to us came foul and caused us to drag our anchor and got foul of 2 more & spoil'd And done a good deal of damage got Clear and anchored again sow ends this Day

Ship George Howlands Log. Book

1852 Remarks On Board May 10

At 6. A. M. took up our Anchor and moved the Ship into the middle of the river, the Capt. and Mate had some disturbance the Cooper came on board to day having been on shore 3 nights and 2 days. Capt went on shore at 11. A.M. left orders with the Mate know one to leave the Ship, during the day the Mate dispatched from the Ship to carry with him what he chose likewise during my absense. William, Peacock George Arold, Daniel H. Miller Austin Dean Deserted by taking what they chose from the Ship. got through with our law suit with the Brig that came foul of us, had to bear our own losses our ends

Remarks on Board May 11. Lying at anchor Nothing doing on board our ends this day

May 12 same as above

May 13 Do --

May 14. Ship put 2 Rasakers to take care of the Ship at 16 dollars per month began to scrape the coal tar off the starboard side of the Ship that was put on by the pirates

Remarks On Board May 15

This 24 hours fine we lying at Guayaquil employed in Scrapeing the coal tar of the starboard side our Ends this day ale, nulle

Sund May 16 Begins with the first Brakes fine weather we lying at Guayaquil Nothing during on boad our ends this day ale, nulle

Monday 17. May Begins with fine Weather lying at Guayaquil employed in scrapeing off the coal tar on the starboad side shipped a man at 16 dollars per month ends this day

Ship George Howlands Logbook

1852, May Remarks on Board Tuesday 18

These 24 hours fine we employed in
Scraping the Coal tar off the starboard side
Of the Ship so ends this day

Wednesday May 19

These 24 hour Commences with fine weather
We lying at Guayaquil employed in scraping
the Coal tar of the starboard side so ends this
Day - all well

Thursday May 20

These 24 hours begin with fine weather
We employed as above Shullar (Cattin same
So, ends, all, well

1852, Remarks on Board Friday 21 May

Begins with fine weather we employed in
Scraping Coal tar of the starboard side
at 9 P.M Capt Benjamin Clark came on board
28 days from Milford with full powers to clear
The Ship so ends this day

Saturday May 22 These 24 hours
fine warm weather employed in scraping the
Coal tar off the starboard side at 11 A.M finished
Scraping and broak the hold for Beef
Pork and flours so ends this day
Lying at Guayaquil

Remarks on Board Sunday May 23

These 24 hours fine nothing deving so ends
This day all well

Monday May 24

Begins with fine weather Commenced painting
the starboard side this day Mrs Cocker the
Cooker George Turole and Daniel H Millar
Came on Board and went to their
By Samel H Cossuth

Ship George Howland

May A D 1852

Remarks Tuesday 25th

This day Employed painting Ship inside and out Standing Rigging Ship in the Hyppe and has been laying by on the one anchor for some time past I have a gain returning on board of the Ship as Chief Mate this last Cruise I was told by Capt Cummings that he went on Shore after leaving the Ship with my Chest gave the Ship as Soon as I could possibly get off not Seeing me as mate any longer I went to the Consul and told him the Capt had discharged me he told me to leave the Ship which I did

Remarks Wednesday 26th

This day Employed cleaning and painting Ship Inside and Out

~~I forgot to mention that Capt Cummings~~

Remarks Thursday 27th

This day Employed painting Ship Inside and Out Sails for Shore Boat Latter part Employed in Stepping Spars Main Side of the masts and Rigging them up with Ship as Ship was got ready

Remarks Friday 28th

This day begins good weather Employed painting the Starboard Side over again and painting the Spars Ship ends

Remarks Saturday 29th

First part Employed painting Spars and Ships Sides latter part finished painting Spars and Ship Ship ends mostly good

George Sherman Guayaquil 1852

May 30th

Remarks Sunday 30th

This day Employed between decks and washing Ship Latter part wind moderate as usual So ends Weather Same

Remarks Monday 31st

This day Employed as usual Latter part Employed bending Sails and setting the Running Rigging So ends this 24 hours with

Remarks Tuesday 1st

This day begins with Employed as usual Latter part Employed bending Sails Middle part employed setting up Rigging Latter part employed in Cleaning the Ship So ends this 24 hours

Remarks Wednesday 2d

This day begins with Employed as usual Latter part employed bending Sails and Cleaning the Ship So ends this 24 hours

Remarks Thursday 3d

This day begins with Employed as usual Latter part employed setting up Rigging So ends this 24 hours

Down the River

June 4th 1852

Remarks Friday 4th

This day begins fine weather the after part of the day came off light breezes from the Southward for Bread for the first night we did not sail it on the account of there being Rocks in the Water we Sailed only two days from the Fork to Bend the first night we Sailed 6 miles and the second 30 miles

Remarks Saturday 5th

The first part begins with light breezes from the Southward and we Sailed Bread part of the night of it Rock the entire day we passed down the river until 4 oclock in the afternoon when we came to anchor for the night we were below the mouth of Little Red River we Sailed this morning again with a light breeze from the Southward we passed a number of Islands on one side of the river they are very low the Land is low and fine Country

Remarks Sunday 6th

This first commences with light breezes from the Southward we passed a number of Islands on the right hand side of the river and one large one on the left hand side of the river we came to anchor for the night at 4 oclock in the afternoon we Sailed 30 miles this day we passed a number of Islands on the right hand side of the river we came to anchor for the night at the mouth of White River we Sailed 30 miles this day

Ship George Howland Bound

June A D 1852

Remarks Monday 7th

First part fine weather at 1 took the anchor with a light breeze from the S [illegible] all sail standing down at 5 came to in [illegible] light from Southward [illegible] middle part at 12 took our anchor [illegible] came to [illegible] Latter part at 1 took the anchor again with a light breeze from the Westward made all sail standing down to the Southward So ends fine weather

Remarks Tuesday 8th

First part commences fine weather at 5 came to anchor in 12 fathoms of water [illegible] light from SW middle part [illegible] with light airs and calm Latter part continues the same calm So ends [illegible] in for Tombus anchorage

Remarks Wednesday 9th

First part commences calm weather at 2 wind breezed up from the Westward ship under all sail standing in for Tombus at 4 came to anchor at Tombus in 5 fathoms of water [illegible] & Bedford [illegible] Bedford Middle part weather continues [illegible] Latter part employed [illegible] out in [illegible] the [illegible] have one [illegible] cask of Beef and one 104 gal of Pork and one cask of Bread 156 89 [illegible] So ends

Down the Guayaquil river

June 1852

Remarks Thursday 10th

First part begins fine weather [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] middle [illegible] [illegible] latter part [illegible] [illegible] [illegible] [illegible] 8 [illegible] [illegible] articles, 6½ gallons of [illegible] one box of [illegible] [illegible] [illegible] Bark [illegible] [illegible] one 237 gallons [illegible] [illegible] and one 100 pounds of coffee [illegible] [illegible] barrels of [illegible] [illegible] [illegible] [illegible] with a fine [illegible] So ends Thursday [illegible]

Remarks Friday 11th

First part commences good weather [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] at sunset [illegible] in [illegible] [illegible] middle part strong breeze [illegible] latter part [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] in [illegible] duty So ends [illegible]

Long [illegible]

Remarks Saturday 12th

First part commences cloudy weather [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] middle part [illegible] [illegible] [illegible] latter part [illegible] [illegible] [illegible] new [illegible] [illegible] [illegible] bent the old one [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] most of them with [illegible] So ends

Lat [illegible] 4.35

Long [illegible]

Ship George Howland Bound

June 1st 1852

Remarks Sunday 13th

First part Commences with light airs
and variable weather with a gradual fall
of the Barometer at 9 AM the Ship
Hove to and Lowered away the Starboard
Boat and Pulled Ashore for Wood and
Water returned on board at 5 PM
Light airs and Calms the remainder
of the day and night

Lat Obs
Long Run

Remarks Monday 14th

First part Commences with Light airs
and Calms the Ship heading in all
directions Employed in Watering
Ship Got Under way at 9 AM with a Light
breeze from the Southward and Eastward
Set all Sail and Steered East
Southerly Course Sighted and
Spoke the Bogota and Exchanged Signals
Was Chasing a Sail that was
Hull down Ship in sight at
Sunset Wind Light and Variable

Lat Obs 7.5.2
Long Run 8.6.54

Remarks Tuesday 15th

First part Commences with Light Breezes
from SE by E and Fine Weather Ship
Steering East by North Employed
Setting up Rigging and Painting the Out-
side of the Ship Sighted Sail
Standing to the Southward
Middle part Light Breezes and Calms
with Rain Squalls Employed
as before Ship Steering East
by North

Lat Obs
Long Run

Sea View Upper Shore

June A.D. 1852

Remarks Wednesday 16th

[illegible]

Lat Obs 11.15

Long Obs 87.39

Remarks Thursday 17th

[illegible]

Lat Obs 10.55 South

Long Obs

Remarks Friday 18th

[illegible]

Lat Obs 12.37 South

Long Obs 88.28 West

On Board Ship George Newlin

June 17 1852

Remarks Saturday 19th

First part Commences fresh breezes
from ESE Ship in the Southern Indian
Ocean in Lat 39 Long 85 by Dead
Reckoning Course N.E. by E. Dist 180
miles at 8 took in Royal Yards Set Gaff Topsail
Employed Variable weather Set Royal Yards
and Stood in Night Moderate and fair Press
with Sail Ends Ends as Follows

Lat Obs
Long Run

Remarks Sunday 20th

First part Commences fresh Breezes
from ESE Ship heavy Sea Employed
Employed Variable Light Airs and Calms
Ends Ends

Lat Obs 41°
Long Run 88:31

Remarks Monday 21st

First part Commences fresh breezes
and Clear Ship under
Reefed Courses Gibb Topsails Made
and Shortened Sail Light Airs and Calms
Ship Heading Ends Ends

Lat Obs
Long Run

Bound To Callao

Remarks Tuesday 22th

First part commences fresh breezes from Eastward sail in sight got [illegible] [illegible] and [illegible] gibb [illegible] spoke the ship Robert Edwards of New Bedford [illegible] 38 months out 1000 sperm Middle part [illegible] took in [illegible] [illegible] [illegible] ship heading to the Southward and Eastward Latter part [illegible] ship heading [illegible] the [illegible] [illegible] [illegible] [illegible] Soundings

Latt Obs 18.27
Longthu 88.00

Remarks Wednesday 23th

First part commences fresh breezes from the Eastward Ship Steering by the wind to the [illegible] and Eastward [illegible] [illegible] at 8 [illegible] ship heading to the Southward and Eastward [illegible] [illegible] [illegible] with the [illegible] Latter part [illegible] moderate [illegible] [illegible] gibb [illegible] [illegible] Cloudy moderate weather from [illegible]

Latt Obs
Longthu

Remarks Thursday 24th

First part commences light breezes from [illegible] Steering by the wind [illegible] ship Southward and Eastward by the [illegible] [illegible] [illegible] gibb [illegible] middle light [illegible] light airs and [illegible] ship heading for [illegible] [illegible] [illegible] [illegible] Latter part [illegible] until [illegible] light breezes [illegible] from the Eastward ship heading to the Southward and Eastward [illegible] [illegible] from [illegible] [illegible] [illegible] [illegible] [illegible] all [illegible] [illegible] [illegible] [illegible] [illegible] ~~[illegible] [illegible]~~ provisions [illegible] [illegible] [illegible] in a [illegible] being very short [illegible] [illegible] all come [illegible] John [illegible] William and Jackson [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Ship George Howland Of N B
June A D 1852

Remarks Friday 25th

First part commences light baffling winds from the Eastward ship steering by the wind on the Northern tacks all hands employed taking provisions out of the after hold and putting back into [illegible] and filling them with salt water to ballast ship middle part [illegible] and weather same latter part [illegible] steering back [illegible] ship [illegible] [illegible] light baffling winds from the Eastward

Lat Obs 18 58
Long Chro 87 30

Remarks Saturday 26th

First part commences calm weather employed [illegible] between [illegible] at 5 a light breeze springing up from the [illegible] Eastward [illegible] on the Northern tack [illegible] baffling [illegible] [illegible] latter part [illegible] the same [illegible] employed [illegible] at 12 M [illegible] [illegible] [illegible] ends

No Obs

Remarks Sunday 27th

First part commences light baffling winds from the Eastward ship on the Northern tack [illegible] [illegible] [illegible] [illegible] back [illegible] [illegible] and [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] weather middle part the same latter part same with light squalls of rain

Lat Obs 17 [illegible]
Long Chro 86 [illegible]

On Board Ship George Hamlyn

June 1st 1852

Remarks Monday 28th

First part Commences with light airs
[illegible] from E to SE & SSE with fine
[illegible] to the N and NNW
[illegible] [illegible] [illegible] the Same
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Lat Obs 16:20
Log Chron 85:40

Remarks Tuesday 29th

First part Commences with [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Lat Obs 15:24
Log Chron 84:40

Remarks Wednesday 30th

First part [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Lat Obs 15:15
Log Chron 83:05

Ship George Howland at Sea Coast
July A D 1852

Remarks Thursday 1st

First part Commences Pleasant Weather
Employed in Cooperage Steering
Employed Setting Down
Employed Setting Down

Latt Obs 12-5-7
Long Obs 81-31

Remarks Friday 2d

First part Commences Fine Weather and
employed in Cooperage Steering by the Mate
by the Cooper Employed Setting Down
Employed Setting Down

Latt Obs
Long Obs

Remarks Saturday 3d

First part Commences Pleasant Weather
employed in Cooperage Steering by the Mate
by the Cooper Employed Setting Down
Employed Setting Down

Latt Obs 12-28
Long Obs 77-18

On Board Ship George Hamilton

Remarks Sunday 4th July 1852

First part Commences light breezes
Sunday Ship Steering East Employed washing
Ship Middle part light airs and Calm
weather Ship at anchor Cape Lees from
SE Bluff Mediate Do ends

So Obs

Remarks Monday 5th

First part Commences with
Light breezes Ship at anchor
in Port Louis Employed
in Port Middle part
Do ends

So Obs

Remarks Tuesday 6th

First part Commences with
Light breezes Ship at anchor
in Port Louis Employed
in Port Middle part
Do ends

George Howland To arrive at Callao

Remarks Monday 7th

First part Commences with Light
winds & pleasant Employed
getting ship ready for sea Got Gangs on
board Some time in the night got under
way with the ship & Came to with the Stream
Anchor Got Under way & Stood
down the Bay Employed in Setting Sails
Light Breezes & Pleasant Weather
Employed in the Same as the day before
Latter part Light Airs & Calms
Employed in the Same as before
So ends

Remarks Tuesday 8th

First part Moderate Breezes &
Cloudy Employed Overhauling Blocks &c
Latter part Employed as before
Light Airs & Calms Employed as before
Latter part Light Airs & Calms
Employed as before So ends

Remarks Wednesday 9th

First part Moderate Breezes &
Cloudy Employed Overhauling Blocks &c
Latter part Employed as before
Light Airs & Calms Employed as before
So ends

On Board Ship George Henderson

July 4th 1852

Remarks Saturday 10th

First part Cumuli. Thick hazy Atmosphere employed Exercising and Airing the Ship Boats Provisions, and Stowing Provisions and Long Casque Middle part Cumuli Cirrostratus forming Quick Gusty Cast from the Land Hoisted Boats and Stowed them with Cattle Sheep &c Latter part Stratus Cirrostratus Light Airs

Remarks Sunday 11th

First part Cumuli Cirrostratus Light Airs Variable Employed Exercising Boats Airing Provisions Latter part Stratus Cirrostratus Light Airs and Calms

Mer Remarks Monday 12th

First part Cumuli Cirrostratus Moderate Light Airs and Calms Latter part Light Airs and Calms Noon Lat Obsd 50° 11' N Long Chron 14° 15' W Course Distance Sea Miles Knots Fathoms Feet Inches Remarks Light Airs and Calms Employed Exercising Boats Airing Provisions and Stowing Provisions Latter part Cumuli Cirrostratus Light Airs and Calms

George Hinton In the Port

July A D 1852

Remarks Tuesday 13

First part Commences Thick hazy weather
Employed Painting Foremast Down on the Stone
Yard Delivering Sundry Articles
Sweet 100 pounds of Coffee 1 Cask of Bread
Got Underway Got under Way and Steered
up the River to Day Delivering Stores
and this Afternoon Finished the Main
Yard Down as Spare Yard of the S.S. and
this morning is to Square the Yards

Remarks Wednesday 14

First part Commences Employed
Getting Stores Aboard Painting Ship
Down Below Delivering Stores
Articles of Stores Sundry Light
Airs Variable Winds
11 Days and 3 months and on Leaving Port
Have Received on Board Stores Provisions
Water &c as Detailed and Bills of Lading

Remarks Thursday 15th

First part Employed Painting Ship
Completing Stowing Provisions in the
after Hold Delivering Stores &c from
Boats Light Airs & Fine Weather
Have Got on Board Part of the Provisions
Water &c and Mustered Crew

Of La Hoa

July A D 1852

Remarks Friday 9th

First part Commences with
on board the Ship Isaac Hopper on board the
ship Hindoo Standing off Colmer De Wolf
William Lyon & George Hughes &
John Ego Turned to the Day on board
the Ship to assist on board the Ship
Arts Received on Duty 12 Casque of Spanish
Coin from Bark Josiah Smith Lilly
from Charles Wilson & Stagg Dr Shipped
to Ship Deer to Pacific Discharged
to Ship Hopper Ship Hindoo Standing
Bank Hands as Before mentioned

Remarks Saturday 10th

First part Commences with
weather Employed Standing off the Coast
Hope and Latter Part Light Airs
from West Ship rolling much
of the time Unable to Stand
the Decks to repair Gaining a Light Latitude
Light Airs
Part Cloudy

Remarks Sunday 11th

First part Light Airs Variable
Ship rolling Employed Standing off Coast
Hope and Latter Part Light Airs
from West Ship rolling much
of the time Unable to Stand
the Decks to repair Gaining a Light Latitude
Light Airs
Part Cloudy

Ship George Harlow Bering Strs
July 1st 1852

Remarks Morning 11th

First part begins & ends heavy fresh
breezes & cloudy or hazy with frequent
squalls & rain Middle part more moderate
& clear Latter part fresh breezes & cloudy
with rain

Lat Obs 65.15
Long Chron 171.02

Remarks Tuesday 20th

First part fresh breezes & cloudy with
rain Middle part light airs & calms
with fog Latter part fresh breezes &
cloudy with rain

Lat Obs

Ship George Stanton

Remarks Sunday 25th

First part commences with a pleasant breeze from E.S.E. the Ship heading S.W. by S. at 8 A.M. the commenced with a pleasant breeze and continued the same until 12 at noon when it fell calm and continued so until 4 P.M. when it sprung up a fresh breeze from the S.E. and continued so all night

Long Sun 8555

Remarks Monday 26th

First part commences with a fine breeze from the S.E. and continued so all night with a heavy swell from the same quarter at 4 A.M. it fell calm and continued so until 8 when it sprung up a fresh breeze from the S.E. and continued so all night

Lat Obs
Long Run

Remarks Tuesday 27th

First part commences with a fine breeze from S.E. and continued so all night with a heavy swell from the same quarter at 4 A.M. it fell calm and continued so until 8 when it sprung up a fresh breeze from the S.E. and continued so all night

Lat Obs 25° 24
Long Day 5511

Remarks St Louis May 25th

Remarks Thursday 27th

Remarks Friday 28th

August 1854

Remarks Tuesday 8th

Wind fair Commences very fair
in the Morning Employed Cleaning
ship Painting Boats Painting Stanchions
Black Boat Employed Cleaning the Waist
Employed Reeving the Studdg
Sails Latter part Light Airs with
Showers of Rain at 8 P.M. Shifted
Watch

Remarks Wednesday 9th

Wind fair Commences with
Light Airs & Clear Employed
Painting Stanchions Painting
Black Boat Employed Cleaning
Ship Employed Reeving the Studdg
Sails Latter part Light Airs
Showers of Rain at 8 P.M. Shifted
Watch

On Board Ship Geo Shannon

August 1862

Remarks Thursday 7th

First part Commences with Strong breezes from S.W. & Squally with Rain at times Ship under Close Reefed Topsails Courses & Fore Topmast Staysail Split Fore Topsail in the Bunt Ship Labouring heavily Sea breaking over Forecastle Ship Rolling Gunwales under Hands employed Setting up Rigging Bending New Sails &c &c

Lat Obs 41.36
Long Chron 9.58

Remarks Friday 8th

First part Commences with Strong breezes from S.W. & Squally with Rain at times Ship under Close Reefed Topsails Courses & Fore Topmast Staysail Split Fore Topsail in the Bunt Ship Labouring heavily Sea breaking over Forecastle Ship Rolling Gunwales under Hands employed Setting up Rigging Bending New Sails &c &c

Lat Obs 41.44
Long Chron 9.44

Remarks Sunday 9th

First part Commences with Strong Squally weather Ship under Close Reefed Topsails Courses & Fore Topmast Staysail Split Fore Topsail in the Bunt Ship Labouring heavily Sea breaking over Forecastle Ship Rolling Gunwales under Hands employed Setting up Rigging Bending New Sails &c &c

Lat Obs 41.48
Long Chron 9.24

Remarks Sunday 5th.

Remarks Monday 6th.

Remarks Tuesday 7th.

Remarks Wednesday 8th.

U.S.S. George Washington

August 1st 1840

Remarks Wednesday 18th

[illegible]

Lat Obs 35.42
Long Chron 37.54

Remarks Thursday 19th

[illegible]

Lat Obs 51.44
Long Chron 55.13

Remarks Thursday 20th

[illegible]

Lat Obs 48.42
Long Chron 51.41

Ship George Skinner

August 1st 1853

Remarks Sunday 24th

[illegible]

Lat 46° 37'

Long [illegible]

Remarks Monday 25

[illegible]

Lat 46° 36'

Long [illegible]

Remarks Tuesday 26th

[illegible]

Lat 46° 34'

Long [illegible] 46° 48'

Remarks Sunday 27th

Remarks Saturday 28th

Remarks Sunday 29th

On Board Ship Gypsy Hunter
August 15 1852.

Remarks Morning 8th

[illegible]

Remarks Evening 8th

[illegible]

Lat 46 29 N
Long 32 58 W

Remarks Wednesday 9th

[illegible]

Board for the United States

Remarks Sunday 2d

Remarks Friday 5th

Remarks Saturday 6th

On Bd Ship Geo Shoulard

September A D 1852

Remarks Sunday 5th

First part Commences Gentle breezes from
S by E Ship heading NE by E wind all day
employed in Painting the mainsail
Middle part Impossible to Get Ship
Ahead so Shortened Sail to Reef
Starboard Tacks Came about

Lat Obs 24 50
Long Run 24 43

Remarks Monday 6th

First part
So Commences with Moderate Gales from
SE by S Ship heading as Above
Ended with Strong Gales and Squally
and Shortened Sail to Reefed Topsails
Middle Commences with Strong Gales
Ship Labouring Heavily

Lat Obs 17 57
Long Run 28 18

Remarks Tuesday 7th

First part Commences with Strong Gales
and Squally Weather Ship Labouring
Heavily under Reefed Topsails
Middle part Commences with Light
Airs and Calms at 4 PM Sighted
Cape Finisterre NE by E 5 or 6 Leagues
distant

Lat Obs 43 4

Long Run

In the SE Woods

Remarks Monday 8th

First Sgt [illegible] Co [illegible]
[illegible]

Left Camp 9:00 South
Camp Chm 2:35 West

Remarks Thursday 11th

First Sgt [illegible] Co [illegible]
[illegible]

Left Camp 12:15
Camp Chm 2:20

Remarks Friday 10th

First Sgt [illegible] Co [illegible]
[illegible]

Left Camp 9:00 South
Camp Chm 2:35 West

Bp. George Kingston

September A.D. 1852

Remarks Saturday 11th

First part Commences [illegible]

Last Obs 6-23

Long Chron 30-15

Remarks Sunday 12th

First part Commences [illegible]

Last Obs 8-40

Long Chron

Remarks Monday 13th

First part Commences [illegible]

Last Obs 1-05 S

Long Chron 25 12

On the Ice

Remarks Tuesday 14th

[illegible]

Left Obs 2:00 PM
Long Obs 34:2 E

Remarks Wednesday 15th

[illegible]

Left Obs 4:55
Long Obs 35:02

Remarks Thursday 16th

[illegible]

Left Obs 5:50
Long Obs 35:51

Ship George Hinckley

Remarks Friday 17th

Remarks Saturday 18th

Remarks Sunday 19th

North Attleborough
Sept 1st 1852

Remarks Monday 20th

Light Wind Commences at 1 PM
Light Wind Clear at 3 PM
Light Breeze from W at 6 PM
Gentle Breeze from W at 9 PM
Calm

Lat Obs 42.0
Long Obs 38.57

Remarks Tuesday 21st

Light Wind Commences at 1 PM from W
Gentle Breeze at 6 PM Light Wind
Calm at 8 PM Light Wind from
W at 10 PM Gentle Breeze from W

Lat Obs 41.52
Long Obs...

Remarks Wednesday 22d

Light Wind Commences at 1 PM
from W Gentle Breeze at 6 PM Light
Calm at 8 PM Light Wind from W
at 12 PM Gentle Breeze from W at 3
AM Light Wind from W at 6 AM
Gentle Breeze from W at 9 AM

Lat Obs 41.56
Long Obs

Ship Geo Henry

Sept 1 1832

Remarks Thursday 23d

First part [illegible]

Remarks Friday 24th

First part [illegible]

Remarks Saturday 25th

First part [illegible]

Bound for New Bedford

Sept 1st 1852

Remarks Sunday 26th

First part [illegible] light [illegible]
[illegible] weather [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Lat Obs 38:53
Log Obs 48:42

Remarks Monday 27th

First part [illegible] [illegible]
[illegible] light [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Lat Obs 37:43
Log Obs 50:24

Remarks Tuesday 28th

First part [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Lat Obs 21-08
Log Obs 5-3.02

On Board H.M.S. Geo. Hamilton

Sept. 1852

Remarks Monday 27th

First part Commences Gently Breezes
Steering SSE Wind Veering Short
Sea Ship Pitching Rolling Heavy
Weather Wind NNE Cloudy

Lat Obs 22-35
Long Obs 55-10

Remarks Tuesday 28th

First part Commences with Light
Airs from the SE Steering SSE
Smooth Sea Ship Rolling in the
Trough Wind Veering Round
Variously Sometimes Light Airs
Sometimes Fresh Breezes with
Heavy Squalls Rain Thunder

Lat Obs 23-32
Long Obs

Remarks Wednesday 29th

First part Commences Light
Airs from the SE Steering SSE
Smooth Sea Ship Rolling in the
Trough Wind Veering Round
Variously Sometimes Light Airs
Sometimes Fresh Breezes with
Heavy Squalls Rain Thunder

Lat Obs 24-20
Long Obs

U.S. Gun Steamer

October 4th 1852

Remarks Saturday 2d

Pleasant Commences with moderate
breezes and fine weather in the morning
at 8 Commenced Exercising Great Guns
and Small Arms Exercising Sails
and Exercising Boarders at 11 Hauled
up Courses and Furled Sails
and Exercising Boarders at 12 Noon

Lat Obs 25-43

Long

Remarks Sunday 3d

First part Commences Light
winds and Pleasant the Officer of the
Watch Employed Exercising Sails
and Exercising Boarders at 8 Hauled up
Courses and Furled Sails and Exercising
Boarders at 12 Noon

Lat Obs 25-54
Long 5-9-25

Remarks Monday 4th

First part Commences with moderate
breezes and fine weather
Employed Exercising Sails and Exercising
Boarders at 8 Hauled up Courses and
Furled Sails and Exercising Boarders
at 12 Noon

Lat Obs

On Board Ship Geo Shimpson

October A D 1852

Remarks Tuesday 5th

First part commences with light airs
and pleasant weather the main course
and square sails set at 11 Courses
again in the day Weighed anchor
and got under way with light airs
and pleasant weather at 12 Steering
as per Chart Course Distance
Remarks as per Log

Lat 26-5-8
Long 97-10

Remarks Wednesday 6th

First part commences with
light airs & pleasant weather
at 8 Steering as per Chart
Course Distance Remarks
as per Log

Lat Obs 27-14
Long 1-42

Remarks Thursday 7th

First part commences with
light airs & pleasant weather
at 8 Steering as per Chart
Course Distance Remarks
as per Log

Lat Obs 28-00
Long 0226

U.S. Gun Vessel

October 1st 1852.

Remarks Monday 11th

First part Cumulus Clouds & Cirrus and Cirro Cumulus Broken Sky Some Salt Spray in the forenoon the Spain Light Spray is being obliged to Jump for the Rigging and Deck it is Blowing a Gale the Ship rolling heavily

Lat Obs 30-32
Long Run

Remarks Tuesday 12th

First part Cumulus Clouds Light Breezes & Clear Weather Light Spray Light Cirrus Clouds Sailing under Double reefed Topsails Main Top Gallant Sail & Fore Sail Latter part Moderate & Clear Sailing as per Log Ship rolling heavily

Lat Obs 30-4
Long Run 67-8

Remarks Wednesday 13th

First part Cumulus Clouds Light Breezes & Clear Weather Sailing as per Log Ship rolling heavily

Lat Obs 32-12
Long Run 67-28

Bonne Si Bon Bedford

October A 1852

Remarks Sunday AM

First part Commences gently Lasses
from the Steering oar by a Mighty
Effort Come Squash after Some Cinches
Effort Lasses after first Mighty Pull
Steering oar by a Mighty Cinch
Against a Heavy Sea and Lasses
the Boat Splendidly for a while
Last Lasses from the Sunday Rations

Left Ch 33.5.8

Arrive 70.5.1

Remarks Sunday PM

First part Commences Just Lasses
from the Steering oar by a Mighty
Effort in Squash after Lasses and
after Cinches Effort Lasses
Cinches Splendidly with a Mighty
Cinch Cinches Splendidly with a Mighty
Effort in Squash after Lasses
Cinches and Lasses the Boat
Splendidly for a while Lasses from

Left Ch 54.1.1

Remarks Sunday PM

First part Commences with a
Mighty Effort Squash after Lasses
Cinches Splendidly for a while

George Hamilton's Log of the Gulf of
October A.D. 1832

Remarks Sunday 14th

First part Commences with
light breezes & Clear
the Wind at East
the Middle part
Light airs & Calms
Latter part Commences
with Light breezes
Latter part Commences

Remarks Monday 15th

First part Commences with
Light breezes & Clear
the Wind at East
Middle part
Light airs & Calms
Latter part Commences

Remarks Tuesday 16th

First part Commences
with Light breezes & Clear
the Wind at East
Middle part
Light airs & Calms
Latter part Commences
with Light breezes & Clear
the Wind at East

Ship Geo Hinman of Groton
October 1st 1852

Remarks Wednesday 29th

First part Commences with fine weather
Steering S by W the wind to Leeward
Employed as Yesterday Employed Painting
Ship Inside and Out Latter part
Commences with Squally weather
Wind Shifting from S by W to W by S
Middle part Commences with Light Airs
Wind Shifting from W by S to S by W
Latter part Commences with Light Airs
Wind Shifting from S by W to S by E
Employed Painting Ship Inside and Out

Remarks Thursday 28th

First part Commences with Light Airs
Wind from S by E to S by W and
Steering S by W Employed as
Yesterday Latter part Commences
with Light Airs Wind from S by W
to S by E Steering S by W
Employed Painting Ship Inside and
Out Middle part Commences with
Light Airs Wind from S by E to
S by W Steering S by W
Employed Painting Ship Inside and
Out Latter part Commences with
Light Airs Wind from S by W to
S by E Steering S by W
Employed Painting Ship Inside and
Out

Miles

Ship George Henry

October A.D. 1852

Remarks Sunday 24th

First part fresh gales from ESE with thick rainy weather at 4 PM saw Cape Cod Light bearing W by S distance 12 miles Shortened sail to double reefed topsails & reefed foresail & hauled up for the Light at 8 PM Light bearing W by S distance 5 miles Hove to at 10 PM Light bearing W by S distance 5 miles Hove to at 12 PM Light bearing W by S distance 5 miles

Lat Obs 38-44 N
Long Chron 73-41 W

Remarks Monday 25th

First part Commences with heavy squalls of rain & wind from SE Light bearing W by S distance 5 miles At 2 AM Light bearing W by S distance 5 miles At 4 AM Light bearing W by S distance 5 miles At 6 AM Light bearing W by S distance 5 miles At 8 AM Light bearing W by S distance 5 miles At 10 AM Light bearing W by S distance 5 miles At 12 AM Light bearing W by S distance 5 miles

Lat Obs 38-33
Long Chron 73-56

Remarks Tuesday 26th

First part Commences with Double reefed topsails & reefed foresail & hauled up for the Light at 2 AM Light bearing W by S distance 5 miles At 4 AM Light bearing W by S distance 5 miles At 6 AM Light bearing W by S distance 5 miles

Lat Obs 38-33
Long Chron 73-15

On the American Coast

October A.D. 1852

Remarks Monday 25th

First part commences fresh gales from [illegible] Ship under [illegible] Topsails [illegible] courses [illegible] and [illegible] Topgallant main Topsail and mizen Staysails [illegible] Ship headed N.E. with a heavy swell from the [illegible] [illegible] Middle part [illegible] Latter part wind moderate Steering [illegible] and fine weather Some [illegible]

Remarks Tuesday 26th

Latt Obs 40:22
Long Chro 72:00

First part weather [illegible] with a moderate breeze from [illegible] [illegible] [illegible] weather [illegible] [illegible] Middle part [illegible] [illegible] at [illegible] took in the Royals [illegible] at [illegible] took in the Topgallantsails [illegible] [illegible] [illegible] doubled [illegible] the [illegible] took in [illegible] and [illegible] the mainsail fresh gales from [illegible] [illegible] [illegible] [illegible] [illegible] Ship [illegible] [illegible] Latter part [illegible] mainsail [illegible] [illegible] [illegible] at the [illegible] [illegible] moderating and [illegible] [illegible] made all sail [illegible] [illegible] the Brig [illegible] [illegible]

Ship Geo Shuttuck off of Gravesend

October 8 1842

Remarks Wednesday 28th

First part [illegible] with a fresh breeze from N NW Steering as per log [illegible] Saturday at 8 PM Pilot left us [illegible] Sunday 30th Light breezes with [illegible] Monday 31st [illegible] Tuesday Nov 1st [illegible] Wednesday 2nd [illegible] Thursday 3rd [illegible] Friday 4th [illegible] Saturday 5th [illegible] Sunday 6th [illegible] Monday 7th [illegible] Tuesday 8th [illegible]

Sperm Oil Stowed down

December 1851

Whale Oil

Bony Oil

2	48
2	57
2	54
1	32
1	44
1	54
1	54
1	32
2	52
2	52
2	08
2	25
1	51
1	68
1	31
1	46

Sperm

2	41
2	01
2	37
2	36
1	71
2	43
2	64
2	82

1852

January 1st

2	58
2	06
2	56
2	52
1	37

2	91
1	36
2	51
2	45
2	40
1	23
1	10
1	48
1	05
1	11
2	55
2	55

January 1st 1852

1	58
1	53
1	54
2	52
2	53
2	76
1	42
1	41

August 1st 1850

August 28th one of Beef and one of Pork
Sept 2 " one of Beef and one of Pork
Sept 15 " one of Beef and one of Pork
Sept 28 " one of Beef and one of Pork
October 15th one of Beef and one of Pork
October 20 " one of Beef and one of Pork
Nov 9th one of Beef and one of Pork
Nov 23 " one of Beef and one of Pork
December 4 one of Beef and one of Pork
December 18 one of Beef and one of Pork
" 28 one of Beef and one of Pork
1851 January 14 " one of Beef and one of Pork
January 25 one of Beef and one of Pork
February 7th one of Beef and one of Pork
Feb 19 " one of Beef and one of Pork
March 4 " one of Beef and one of Pork
March 18 " one of Beef and one of Pork
April 3 " one of Pork
April 15 " one of Pork
April 28th one of Pork
May 7 " one of Pork
May 18 " one of Pork
May 28 " one of Pork
June 1 " one of Pork
June 15 " one of Pork
June 27 " one of Pork
July 9 " one of Pork
July 17 " one of Pork

July 25th 1851 Cassyne of meat
July 30 " one cassyne of Pork 0 " 9
July 30 " one Cassyne of Beef 0 " 9
August 2-0 " one Cassyne of Pork 0 " 9
August 18th one Cassyne of Beef 0 " 9
Sept 18 " one Cassyne of Beef 0 " 9
Sept 18 " one Cassyne of Pork 0 " 9
October 15 " one Cassyne of Beef 0 " 9
" 15 " one Cassyne of Pork 1 " 5
Novemba 2 " one Cassyne of Beef 0 " 9
" 15 " one Cassyne of Beef 0 " 9
December 8th one Cassyne of Pork 1 " 5
" 8 " one Cassyne of Beef 0 " 9
" 24 " one Cassyne of Beef 0 " 9
January 18 " one Cassyne of Beef 0 " 9
" 18 " one Cassyne of Pork 0 " 9
February 11 " one Barrel of Beef
" Cassyne 11 " one Cassyne of Pork
March 22 " two Barrels of Beef

August 1850 Bread and Flour

Aug 21st	one Casque of	Bread	158	90
Aug 29th	one Casque of	Flour	188	gall
Sept 7th	one Casque of	Bread	167	gall
October 7th	one Casque of	Bread	143	
Nov 5th	one Casque of	Bread	157	
Nov 21	one Casque of	Bread	164	
Dec 5	one Casque of	Bread	167	
Dec 23	one Casque of	Bread	148	
January 10	one Casque of	Bread	138	
January 28th	one Casque of	Bread	150	
February 15th	one Casque of	Bread	152	
March 17th	one Casque of	Bread	168	
April 11th	one Casque of	Bread	155	
May 3d	one Casque of	Bread	154	
May 25th	one Casque of	Bread	150	
June 17th	one Casque of	Bread	149	
July 7th	one Casque of	Bread	146	
July 26th	one Casque of	Bread	160	
August 15th	one Casque of	Bread	163	
September 1st	one Casque of	Bread	158	
Sept 27th	one Casque of	Bread	147	
November 15th	one Casque of	Bread	156	
December 10th	one Casque of	Bread	163	
December 30th	one Casque of	Bread	161	
January 18th	one Casque of	Bread		
February 15th				